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# THE SPECIALTY CAR MAGAZINE

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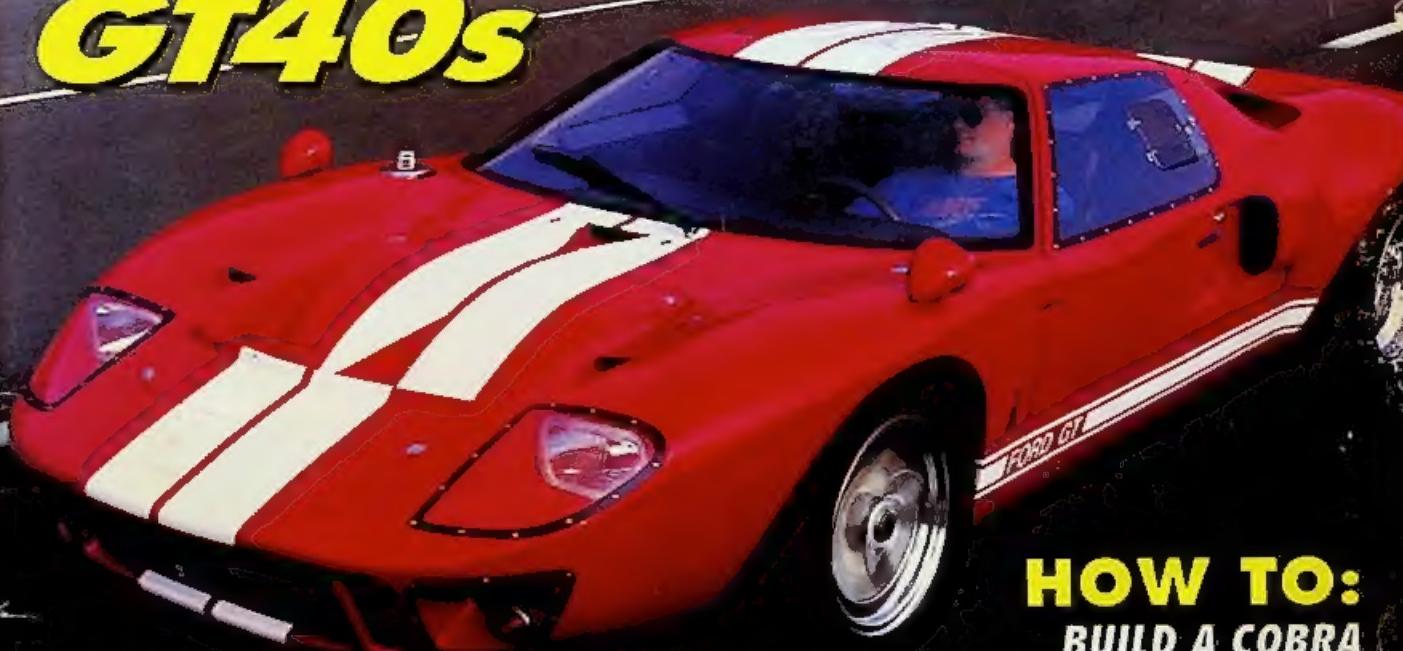


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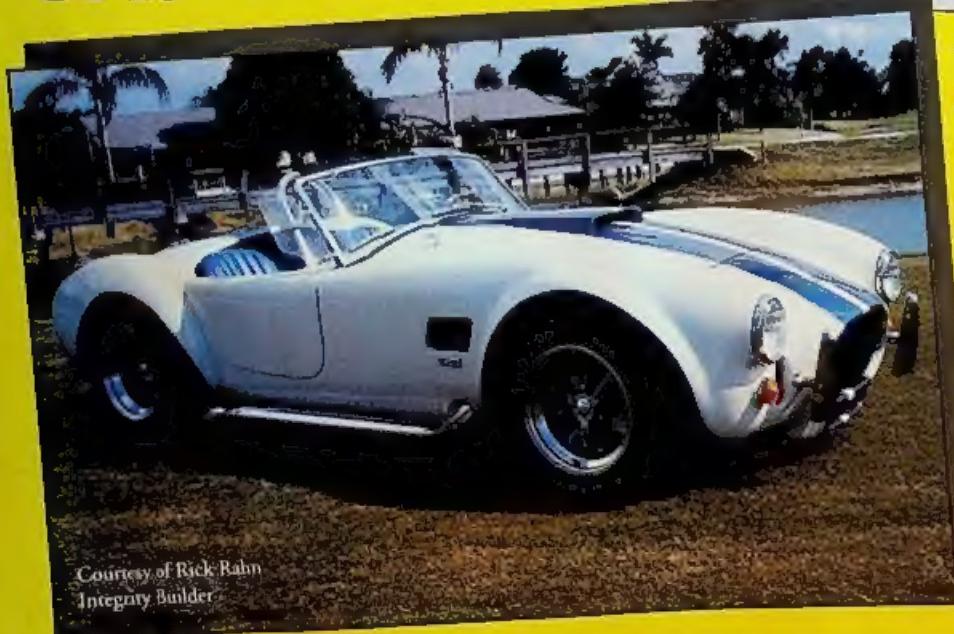
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First annual Cobrafest 84

On The Cover: Steve Coonan just barely caught up with ERA's GT to get this shot. To catch your own GT40 replica, see p. 15. For a low-buck rebody, see Jim Young's photos on p. 74. Steve Coonan also captured the Total Performance T-Bucket, featured on p. 92.

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# KITCAR

THE SPECIALTY CAR MAGAZINE

January 1994 • Volume 13, Number 1

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# UP FRONT

## ON FAKE FERRARIS AND LEGAL REALITIES

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**R**eplicas of famous and exotic cars are by far the most popular kits. Whether it's a copy of a Cobra, Corvette or Countach, the appeal is largely based on how closely the car follows the lines and performance of the original. Most manufacturers of the authentic vehicles have taken little or no interest in these sincerest forms of flattery, knowing that imitations are easily distinguished from the original, with no real harm done. A few companies, though, take exception to replicas.

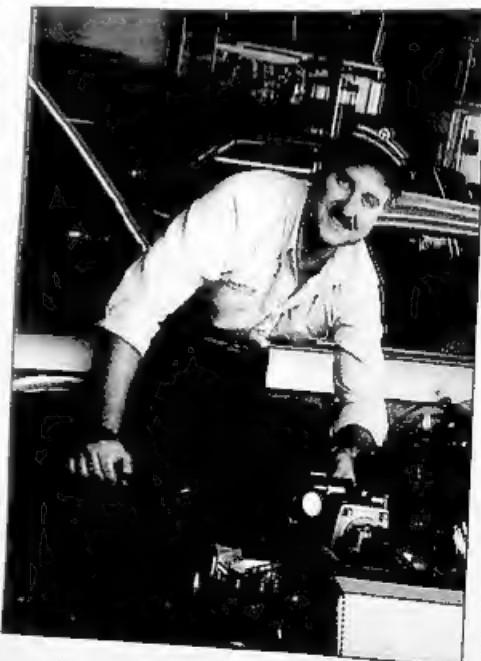
Ferrari in particular has actively opposed the replication of its vehicles. In addition to a number of cases settled out of court, it has won at least three cases in the judicial system against replica firms (McBurnie, Roberts and Xillion). A fourth manufacturer, Rowley Corvette (Specialty Car, May '92), made alterations to its rebody after a lengthy court battle. In all cases, Ferrari felt that its reputation had been damaged by these replicas.

In a written statement, Ferrari's lawyer, Albert Robin, explained: "Even though other automobile companies have not chosen to assert rights in the distinctive appearance of their automobiles, there can be no confusion about Ferrari S.p.A.'s position, namely that it claims and vigorously asserts such rights."

"Since the inception of its passenger automobiles, Ferrari S.p.A. has followed a successful marketing policy of limited availability and thus exclusivity of Ferrari automobiles. Ferrari automobiles are not only of the highest quality and distinctive in appearance, but they are also exclusive."

"A proliferation of replicas of Ferrari automobiles will tend to destroy the exclusivity which has been the cornerstone of Ferrari S.p.A.'s marketing strategy. Moreover, the poor performance and quality of such replicas will harm the reputation of Ferrari automobiles. Since the donor cars are often structurally 'modified' in order to make the replica, there are significant safety issues as well."

After careful review of this matter, Kit



**"Be advised—the Ferrari replica you order today may not be around tomorrow."**

question just how much damage replicas do, especially in view of their relatively small numbers. (They more than likely create increased interest in, and drive up the value of, the original cars.) On the other hand, we don't question the power of the judicial system, not only for our own sake, but our readers' as well.

Why has Ferrari gone to such lengths with various replica firms? We spoke with Mr. Gian Luigi Longinotti Buitoni, the president of Ferrari of North America, Inc., and his legal counsel, Mr. Albert Robin. During our phone interview, the tone of the conversation was

polite but emphatic, and we came away with a clearer understanding of why Ferrari takes such offense.

Mr. Buitoni pointed out that prior to working for Ferrari, he was a customer and as such is particularly sensitive to how Ferrari car owners feel about their exotic machines. Whether a given Ferrari is currently in production or not is beside the issue, he maintains. "Ferraris are forever," he stated. "Since 1947, over 70,000 Ferraris have been built, and almost 100 percent of them are on the road. As a Ferrari customer, I'm disturbed to see a fake Ferrari, because it devalues the car.... The intent of a replica is to confuse people with the original car."

What about replicas of Ferrari race cars, such as the P4? "We don't make distinctions between customers. Our company is about racing," responded Buitoni.

What if a kit uses some design elements of a Ferrari, such as the intake grilles of a Testarossa?

"Originality is important to us. We can't prevent other designers from imitating us. We are worldwide leaders in design, and many manufacturers imitate us. But there's a difference between copying an intake and an entire car."

Should individual owners of Ferrari replicas be concerned about their legal liability?

At this point Mr. Robin interjected, "Ferrari has not gone after individuals, but it's not inconceivable. However, with respect to trade dress claims, they are not normally served against the end-user."

What does all this mean for you, the kit car consumer? A number of kits that copy Ferraris to a greater or lesser extent are still on the market, and we will continue to feature these products as long as they are legally available. It is not our responsibility to police the replica companies for Ferrari, nor choose which ones are legally acceptable. That is up to the courts to decide.

But be advised that at least some of the replica firms have a fuse that's burning, and you cannot assume that the imitation Ferrari you order today will be around tomorrow.

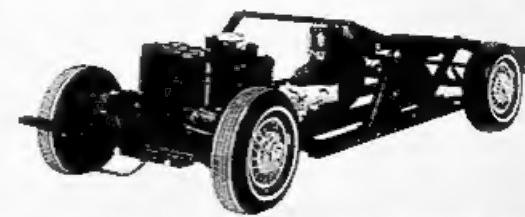
4 KIT CAR

Steve Temple



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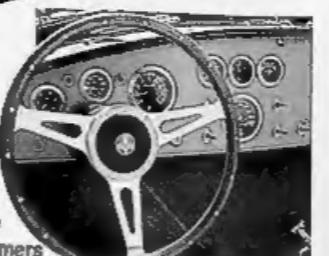
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Car and Driver Magazine, December, 1991.



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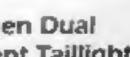
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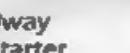
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# MAILBOX

## BREAKING THE MOLD

After reading the September '93 issue and thoroughly studying the hundreds of kits available, I've come to the conclusion that it's time for a change. Whatever happened to creativity and originality? Many of the kits are appealing, but more than half are hideous. Don't get me wrong, there are some great kits. I'm just tired of Cobra, Countach and Ferrari replicas. The overall style of the Evans Series One ("Turn-key Exotica," September '93) is the future. The race car style is loved by millions (of potential customers) and can be cosmetically enhanced in numerous ways (elliptical headlights, rounded corners, wings, convertible versions, etc.). All I ask of the manufacturers is that they for one minute imagine what they could do with a basic IMSA layout. It's time to break the mold.

Jeff Case  
Scottsdale, AZ

Your point is well taken, Jeff, but the reality is that market demand clearly favors vehicles with "borrowed interest," e.g., replicas of famous cars that are virtually unobtainable for one reason or another. We, too, would like to see more high-quality original designs, yet ultimately it's the consumer who decides what's popular.

## MORE ON NAME CHANGES

In our last issue (November '93), you attempted to justify your name change. Let me explain why the "rank and file" reader likes the Kit Car name. We live in a world of lies. When a company says, "We're going to consolidate, reorganize, downsize, cut spending or increase efficiency," they really mean we're laying off people. When the president introduced his "Economic Stimulus Package" it was really a tax plan. The name Kit Car is an honest name, providing the reader with an insight into the contents of the magazine. Specialty Car sounds like something between Automobile magazine and Car and Driver. The first time I bought your magazine it was the name (and price) that attracted me. I assure you, I would not be a reader today if your cover stated Specialty Car. Stay honest, stay Kit Car. God bless you.

Augustus P. Jones  
Houston, TX

We certainly weren't trying to pull the wool over anyone's eyes with our name change. It was simply an effort to broaden our editorial coverage in response to changes in the marketplace. However, as you so aptly put it in your opening statement ("In our last issue"), this magazine really does belong to you readers. Kit car enthusiasts are the folks who ultimately decide the direction for this publication. Keep those letters coming. And incidentally, Specialty Car will return this spring as a separate publication.

## BROKEN DREAMS

First of all, your magazine is the best in the industry, and the articles are extremely informative. About four years ago I became very attracted to the Daytona Spyder kits that fit on a Corvette. I was really impressed with Roberts Motor Cars' Daytona replicar, but was surprised to find out that it fell prey to the legal aspects of the kit car industry. Why do so many companies that produce these Daytona kits always become extinct? If it is Ferrari suing these companies, then why have some survived? (I'm sure it has to do with lots of money.)

Peter J. Brusa  
Marietta, GA

We've spoken to Ferrari officials at length on this subject (see "Up Front" in this issue) and what determines whether a replica firm stays in business does depend, in part, on money (specifically, defense lawyers' fees), but also how the company presents itself and to what degree the product imitates the original car. Some firms have made changes in their body styles at the request of Ferrari and are careful to avoid using any protected trademarks. Others have had to fold, spindle or mutilate. It's really a case-by-case situation. KC

Letters in Kit Car reflect the opinions of the writers and do not imply the endorsement of this magazine. All letters should be addressed to Kit Car magazine, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. Letters should include the writer's name, address and telephone number. We reserve the right to edit and/or condense letters for clarity, brevity, or other editorial purposes. Due to the volume of mail received, we cannot answer letters personally.

# KIT CAR REFERENCE MATERIAL



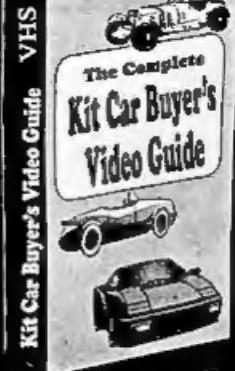
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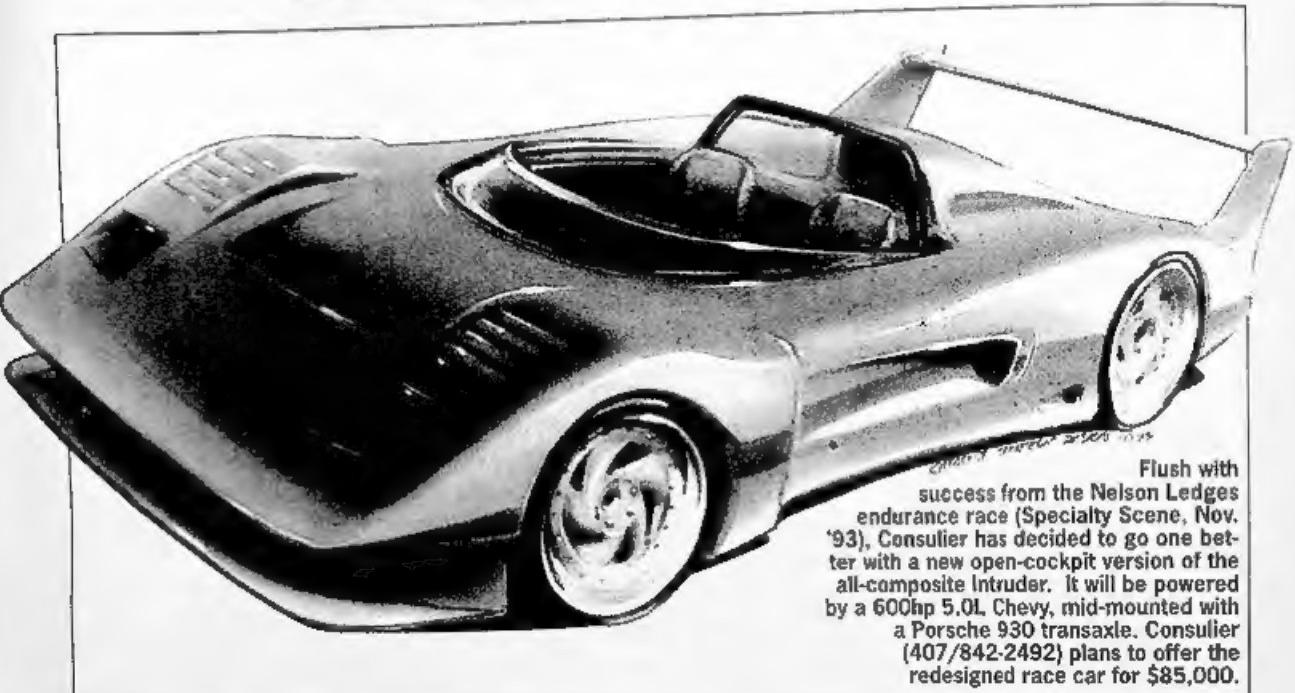
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# SPECIALTY SCENE



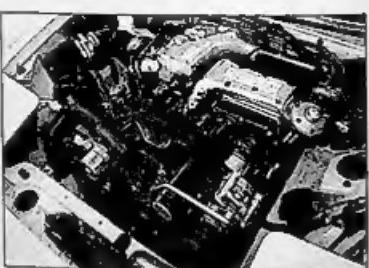
## THE MOUSE THAT ROARED

Monster Motorsports has decided to go one better with its V8 Mazda Miata conversion. Instead of simply bolting in a stock 5.0-liter Ford V8 (Specially Car, March '93), the firm pumped up both the bodywork and engine. The Kenne Bell motor uses a Whipple supercharger to inflate the output to 400 horsepower at 3800 rpm, and designer Terry Choy muscled up the body with a seven-piece bolt-on fiberglass flare kit. To handle the blast of torque, Monster Motorsports (619/738-7592) swapped the



Mazda tranny for a Ford T-5 and traded the stock rearend for a Thunderbird unit. Called the Mega Monster, this conversion is available as a package or in individual components (the body kit costs under \$3000). Turn-keys start at \$45,000.

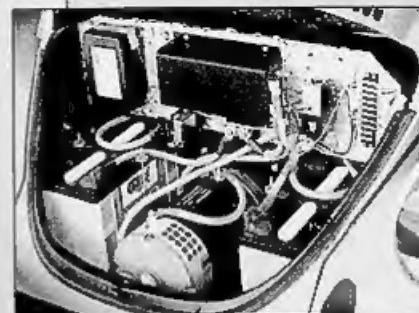
We took a brief spin in the prototype, and it appears to have eliminated the excessive wheelspin of the earlier model. Nevertheless, our initial reaction is a bit ambivalent. There's no question that the car vastly improves on the original, but it still seems just a trifle too cute, and we'd rather spend the same amount of money on a really rude-and-lewd Cobra replica. Maybe the Mega Monster is what you'd call a politically correct Cobra.



## ELECTRIFYING BUG

Don't know what to do with your worn-out high-polluting Volkswagen Beetle? Turn it into a Voltzvagon, an electric conversion from Replica Roadsters (310/329-5436). According to owner Glenn Roach, a long-time kit car assembler, his new repower takes only 20 hours to install, from yanking the engine and fuel tank to replacing the flywheel, shocks and tires, and installing the controller, converter and nine lead-acid batteries. Cost of the conversion is \$7995 (without the Burly nose piece or batteries), which can be offset in California by a \$1000 state tax credit.

How does the electric bug drive? Well, it did manage to attain freeway speeds, albeit accelerating at a leisurely pace, and it handled like a lead brick on the corners. But for tooling around town, it makes for a pleasant, noise- and pollution-free conveyance.



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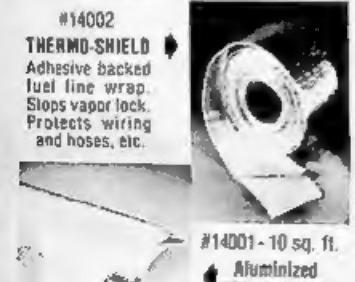
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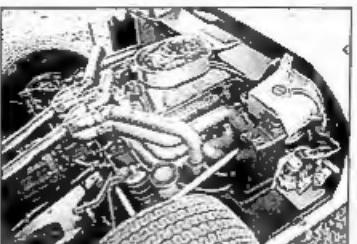
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## SPECIALTY SCENE

### HOLMAN'S NEW/OLD GT40



No, this is not a reproduction of the GT40 Mark II, it's a continuation of the 427-powered original.



In addition to the replicas featured in this issue's cover story, there's yet another GT40 on the market, but this one is the only vehicle that can carry an authentic serial number (starting with No. 201). Built in Charlotte, North Carolina, by Lee Holman (son of John Holman of Holman & Moody), this Ford 427-powered Mark II version is billed as "A Genuine American Racing Classic." As Holman states, "The concept was to make it exactly the way that we raced them." To that end, virtually all of the parts are interchangeable with the earlier cars. The monocoque chassis was built in England using original Ford tooling and shipped to North Carolina where two of the original Ford race team crew chiefs converted it for big-block application. Holman installed a new old stock 427 engine (originally purchased from John Holman for \$400 and resold to Lee for several thousands more), and a reproduced T-44 transaxle with four-speed Toploader innards. Spicer declined to supply the original CV joints for the half-shafts, so those are custom made to original spec. Body components were laid up from a restored mold for the Mark IIA. Even the windshield wiper motors are authentic: Boeing 707 jet aircraft units that cost \$4500 each new (Holman has a source for reconditioned units). As you might guess, this reborn racer is extremely expensive—\$750,000 each, with only one built thus far. That's almost twice the price of the Safir replica, but as Holman points out, his car is authentic right down to the colors of the wiring harness.

### LA EXOTICS GOES HOLLYWOOD

Upstaging all the actors in the new COBRA TV series is—you guessed it—a Cobra replica from LA Exotics. The plot premise reworks some familiar formulas, with Michael Dudikoff (American Ninja) playing "Scandal" Jackson, a former Navy SEAL who undergoes plastic surgery after being shot, and then is declared dead so he can work undercover for a crime-fighting unit called COBRA. Sounds a bit like the Knight Rider scenario, except that Scandal's car doesn't need to talk or have flashing grille lights to be noticed. LA Exotics' Cobra replica gets plenty of attention all on its own (although we're at a loss to figure out how Scandal can stay undercover in his siren-red set of wheels). This particular model was slightly modified for the TV show and features a smoother, modernized look, with driving lights in the grille, painted headlight bezels, no front bumper and an extra brake pedal for Batmobile-style spins in stunts. To order your own star-car, LA Exotics can be reached at 714/523-8464.



Action star Michael Dudikoff somehow manages to stay undercover while driving his LA Exotics' Cobra replica in the new COBRA TV series.

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It doesn't matter if you are looking for a kit or turnkey car, presently assembling one, or have completed your kit; the information in his book will save you thousands of dollars! Some of his techniques, tips, and secrets are revolutionary and worth a small fortune! Many of them apply to any car, not just your kit car.

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Don't let the title fool you. You are not going to build a cheap standard car from this book, but you will get the insider's scoop on how to build the top notch kit car of your choice for the lowest cost humanity possible.

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This book has been praised by the Specialty Constructed Vehicle Assoc., The Complete Guide to Specialty Cars, Kit Car Magazine and Kit Car Illustrated.

### HERE'S PROOF!

Wesley White, one of Corey's clients says, "like everyone else, by owning an exotic automobile, I had visions of excitement, prestige, and beautiful women throwing themselves at me, and in general, being treated like a millionaire. As my project forged ahead, my dream machine was turning into a nightmare. It is hard to conceive that there are so many bonomous pits of problems. It was looking like my car was going to cost me \$35,000 instead of the \$18,000 I budgeted. Then I met Corey, his tips and secrets got me out of my predicaments and I ended up building my car for less than \$15,000. Was it worth it? You betcha! It was fantastic. The girls really did throw themselves at me and people sure did treat me with respect, admiration, and envy. Everyone should experience it at least once in their lifetime, but not at the expense it almost cost me before I met Corey."

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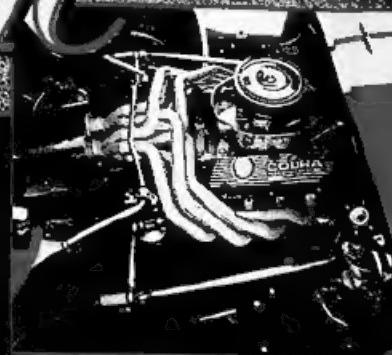
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# THE ULTIMATE EXOTIC!

If ever a car deserved to be replicated, it's the Ford GT40. It came in low and fast, blasted by like rolling thunder and forever left an imprint on the minds of driving enthusiasts. Everybody agrees: now that was a car. Although a few were homologated for street use, the GT40 was primarily built for racing. And race it did. When Henry Ford II realized that Enzo Ferrari wouldn't join him, he decided to beat him—as in pummel, thrash and stomp. In perhaps the most famous finish ever at Le Mans in 1966, Ford GT40s captured the top three slots. Amazingly, a few years and numerous victories later, when the GT40 was supposed to be hopelessly out



PHOTOGRAPHY: STEVE COONAN

# THE ULTIMATE TORNADO



INTEGRITY KITS

of date, it endured 24 hours of attrition and bested a Porsche 917 by a scant 100 yards, one of the closest finishes ever at Le Mans. For those readers who desire to know more about the wondrous saga of the GT40, several weighty tomes have been published, notably John Wyer's *That Certain Something*.

Of greatest importance to us is the sort of replica that can be had. A few have been around for a while, and there are some new ones as well, with

PHOTOGRAPHY: STEVE TEMPLE



TORNADO

TORNADO TS40

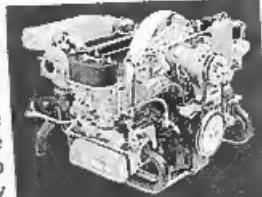
more on the way. For comparison purposes, we suggest you obtain a copy of our January '93 issue, which featured a full road test on the GTD40 ("Bullet In Blue"), a British kit distributed here in the United States by Unique Motor Cars and Hardy Motors. Moreover, we've seen yet another GT40 replica under development at LA Exotics, and Lone Star is working on a new kit as well. So there are plenty to pick from, and you don't have to be Henry Ford to afford one.

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## ERA GT

### Not A Replica, A Reproduction

ERA Replica Automobiles is known for its well-engineered Cobra replicas, in part because of the hundreds built in the last 13 years. Yet, less than 50 of the firm's GT40 replicas have been sold in all—kits and turn-keys combined. This is largely due to both price and availability. The basic kit price starts at \$49,900, a sum that could capture some really fine sports cars with no assembly required. Completed turnkeys go for a minimum of \$115,000, and \$130,000 is a more typical figure by the time you add in the cost of a really good paint job and all the bells and whistles. Evidently these figures don't put off all that many folks, because there's a waiting list about a year long. Take a number and a seat, because the line forms at the rear.

How does this replica command these princely sums and such die-hard devotion? In a word, accuracy. ERA has gone to great lengths to reproduce the character and feel of the original, from the steel monocoque chassis (a stainless version is in the works) right down to the functional NACA ducts and Mark III turn-signal stalk. Other reproduction-grade details include the suspension in the rear, each wheel located with a lower A-arm and a single upper link plus a coil-over and a trailing arm. As per the original, a sway bar spans the top of the bundle-o'-snakes headers. Front pieces are custom-cast upper and lower tubular steel A-arms, and Corvette brakes provide stopping power at all four corners. Trico supplies the Halibrand-style knock-offs shod with BFGoodrich Comp T/A rubber (P265/50HR15 front and P295/50R15 rear).

The Ferrari Red GT MK I shown here, assembled by Jim Holden in about a year's time, wears the enlarged John Wyer wheelwell flares, which create a more muscular, broad-shouldered look. Other options supplied on this ERA GT were the oval-hole rear grille instead of louvers, and the Mark II-style front outlet vent that furnishes better airflow than the twin-nostril arrangement used on the Mark I. The Florida-based customer also opted for air conditioning (recommended for all areas) and installed twin cooling fans in the rear.

For motive power, the engine was essentially a stock Ford 302 pallet motor, though balanced and warmed up to about 325 hp with Windsor heads and a single four-barrel 650-cfm Holley. ERA uses reconditioned ZF gearboxes designed for the Pantera. Since that car required a higher ground clearance, the input shaft to the box was above the half-shafts, but for the hunched-down GT, the tranny must be inverted, as installed on the original car. This modification requires flipping the ring and pinion and drilling new drain and fill holes in the case, a service provided by ERA for \$500. (Incidentally, for the big-block Mark II replica in the works [see "True Blue," May '92] ERA has just obtained the original T-44 transmis-



Instead of the "twin-nostril" style of outlet vent for the radiator that was used on the Mark I, this particular ERA GT has the freer-flowing, open arrangement found on the Mark II. Note, also, the wider John Wyer fender flares.



On the original GT40, gasoline often flowed down the side of the car at high speeds, so ERA added a second cap inside the original racing unit.



Except for the center-mount shifter, cockpit detailing is accurate right down to the Mark III turn-signal stalk (left of the steering wheel).

sion tooling.) The bundle-o'-snakes headers are manufactured in Michigan and coated by HPC, and can be ordered to fit Gurney heads, too. (For a well-turned example, see "The Wonder Years," *Specialty Car*, June '93.)

Sharp-eyed GT40 enthusiasts can, of course, immediately spot the differences between the repro and the original car, such as in the fiberglass. (It's actually smoother than the original rough-n-ready race car, and it features both Coremat and carbon fiber reinforcements.) Other differences include the center-mounted

gear shift lever (instead of being located on the outboard pod) and the Spicer U-joints that link the ZF box with the custom sliding-spline half shafts (replacing the crude-looking metalastic "rubber donut" on early cars). Despite these minor distinctions, it's amazing just how similar ERA's reproduction is to the authentic item. I speak from firsthand experience, having compared the red GT shown here with a few original GT40s that were on display (including chassis #1075, the winningest one of all) at the BMW Vintage Festival in Lime Rock Park, Connecticut.

After whetting my appetite crawling over the authentic item, I couldn't possibly refuse the opportunity to go out and hammer an exacting reproduction. (They sure aren't gonna let me drive an original.) ERA's Peter Portante and I squeezed into the cockpit confines for a

Sunday morning romp on the back roads of upstate Connecticut. Even though the roof line rises a mere 40 inches above the asphalt, the seating position is surprisingly comfortable. It's not as spacious as your average Barcalounger, but the semiprone seating position affords sufficient headroom for those of common stature, and rearward visibility is not bad with the mirrors in the right positions.

On the road, ERA's GT is a cruise missile set on search and destroy. It bombs into curves with utter fearlessness, hugging the terrain at triple the recommended speed limit. Steering feel from the MGB rack is taut and instant with no lag or wandering. Body roll is virtually nonexistent, yet the ride is not harsh. It does get a bit busy on frost-heaved pavement—you were expecting a cushy limo?—but no rattles develop. The car is as solid and stiff as billet aluminum.

The absence of a flat stretch of pavement prevented any timed runs with our Vericom unit, but ERA claims a 0-60-mph time of less than 5.0 seconds with a relatively mild engine and skidpad figure of 1.05 g. Braking distance is said to be 135 feet from 60-0 mph. We won't quibble with any of these numbers because the car is an outright joy to drive. Of course, for this sort of money, it'd better be.

The shifter requires a deft flick of the wrist, and I embarrassed myself a few times by stirring around in the ZF's unfamiliar pattern. However, once you find it and plant your right foot, the machine goes ballistic with a full-chested howl. Now this is a car.—Steve Temple

## TORNADO TS40

A Storm Of Performance Whirls Across The British Landscape

**T**hank one of our Canadian readers, Bob Needham of Richmond, British Columbia, for this feature. He wrote to inform us of our inadvertent omission of Tornado sports cars in a feature on GT40 replicas that we ran last year (January '93). You see, he is building a Tornado kit and has nothing but praise for the quality of the product and service. We promised to track down one to verify his claims. Now, after spending some time at the factory and checking out a demonstrator, we're glad Needham needled us into action.

20 KIT CAR

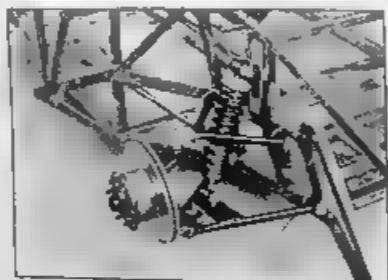
Tornado's GT40 Mk1 replica, called the TS40, certainly looks convincing enough, but it's when you get under the skin that you really can appreciate how painstaking its designers have been. Starting with the chassis, a mono coque design similar to the original is available in either steel or lightweight aluminum (for competition use). Other original-spec items that can be ordered include a ZF gearbox, knock-off pin drive wheels in BRM or Halibrand styles, ventilated disc brakes with aluminum calipers, rose-jointed suspension and foam-filled sill-mounted aluminum fuel tanks.

Naturally, this setup works out to be fairly expensive: roughly \$63,000 for a handcrafted, fully assembled vehicle, and \$37,000 for a kit. Tornado calls it "the ultimate component form GT40 replica."

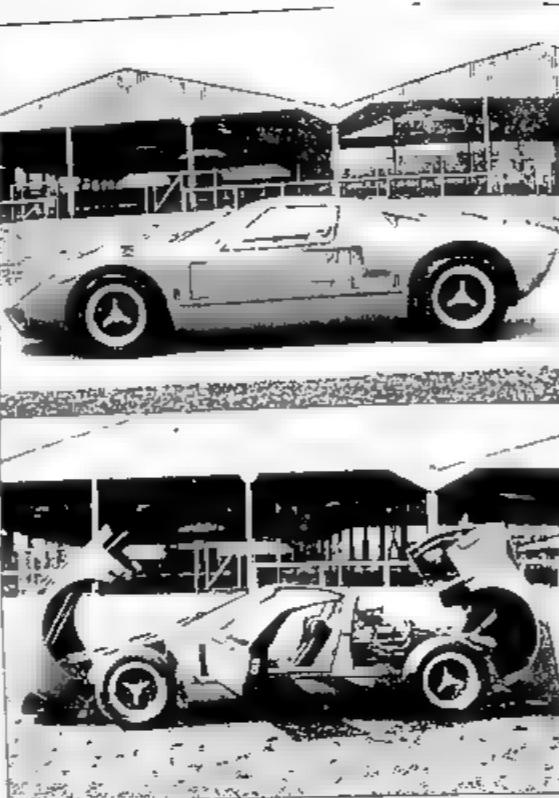
But truth be told, most customers are interested in the firm's more affordable, if somewhat less accurate, spaceframe model, which costs \$18,500 for the kit, and \$47,500 for a turn-key. The left-hand drive option adds only \$213 to the price. The basis of the TS40 is a fully triangulated (1½-inch and 1-inch square tube) spaceframe with all mountings and fixings already MIG-welded onto precision jigs. A competition version of this chassis comes with an integrated rollbar, four-point seat harness mounts and rose-jointed suspension. The suspension is of the same type as the original Ford GT40: double wishbones at the front, and at

the rear lower reversed A-arms, single-top links and double-radius arms. For road use, the front end utilizes Ford Granada front uprights, discs and calipers, while the rear uses Granada Scorpio discs, calipers and handbrake cable. The springing is provided by coil-over adjustable shocks front and rear, which are custom built for the car.

Every single item you could ever require to build a Tornado can be supplied from the factory, including those items which may be difficult to source in the United States. One example is the Renault 30 transaxle, the saving grace of all British mid-engine kit manufacturers. It can handle abundant amounts of power, is available with four or five gears, can still be bought new at a reasonable price



Suspension pieces consist of double A-arms at the front (left) and, at the rear (right), single top links and dual trailing arms.



and is proven and reliable.

The power it has to handle varies enormously. At the bottom end, it's possible to build a budget TS40 with a Rover/Buick 3.5-liter V8, but the more popular choice is the familiar small-block Ford 289 or 302 V8. The 302 is naturally the one to go for since it duplicates the spec of the original. Mark L. Tornado can supply new 285-bhp engines fitted with GT40 cylinder heads for that authentic touch. The factory claims that with a 302 engine and Renault 30 box-fitted, the TS40 will reach a top speed of 145 mph and accelerate from 0-60 mph in 5.0 seconds.

Next we come to the bodywork. Without a doubt, this is Tornado's strong suit. The finish of the fiberglass is smooth, strong and ripple free. The roof center section and doors are both double skinned and incorporate steel frames that help to ensure a good fit for the deeply indented doors—an essential point if you want to avoid getting wet from leaking apertures.

There is evidence of attention to detail: all over the body the recesses for all catches and the fuel filler are ready-molded; all edges are fully returned and holes that require trimming are pre-marked with clear-cutting lines in the molding process. As standard, the body shell comes in gray primer ready for painting, but a pre-colored gelcoat finish is available as an option. Lightweight and carbon fiber bodyshells can also be ordered.

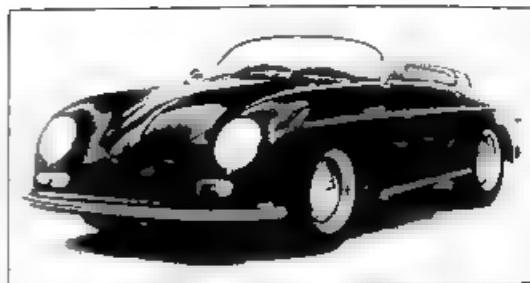
Inside the car, the painstaking reproduction continues. Tornado now manufactures many of the trim parts itself. The holed seats, toggle-switch dash and dials are all faithfully duplicated, although customers can specify their choices of color (the original GT40 had a uniformly drab black interior).

Driving the TS40 shows that some improvements have been made on the original car. The Ford was cursed with a very narrow cockpit and badly offset pedals. But both these failings have been corrected in the Tornado by the increased size of the footwells, which allows for relocation of the pedals for a better feel.

There was one other fault of the GT40. It was definitely not set up for tall drivers. Here, Tornado offers two different solutions. The first is a lower seat position with an optional "blister top" molding in the roof that provides extra headroom (the solution used on many genuine GT40s). The other variant is a removable door top panel that opens the roof to the elements in hot weather. Anyone who has driven a GT40 in the sun

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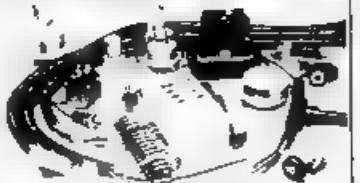


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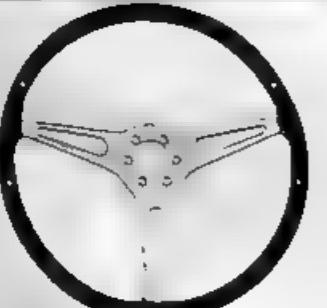
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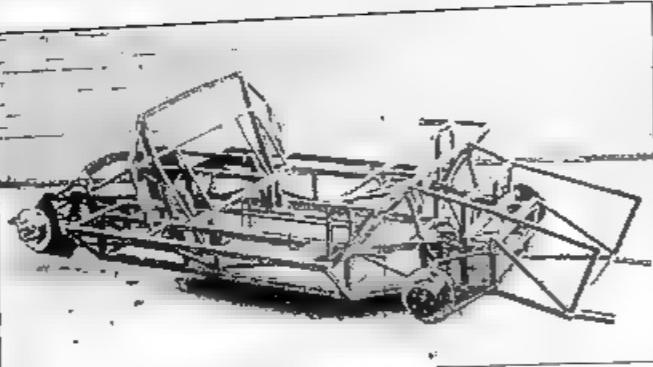
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One caution. One of the really big temptations of this kit is the amount of goodies available. You might go into it thinking you just want a few items and come out with several shopping carts full. Tornado's GT40 replicas span the whole spectrum, from the most basic to the ultra authentic racing machine. What you get in all cases, though, is an original-looking replica with irresistibly fine attention to detail.—Chris Rees

## INTEGRITY KVA

Something Old, Something  
New...

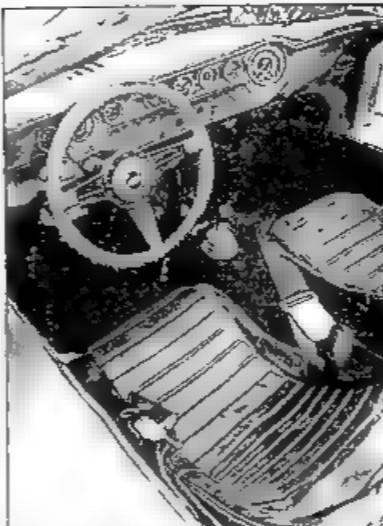
**H**ere's a paradox: Which GT40 replica is both a newborn and the ancestor of two GT40 kits? Answer: the Integrity KVA GT40. Even though it originally hails from England, it's now in the hands of U.S. owners who have substantially revised and improved the product. Kenneth Vincent Atwell, a Ford engineer by trade employed at the Swansea facility in England, developed the first KVA replica. Despite some good mold work and a thoroughly triangulated spaceframe, the initial product was hampered by a baffling engine choice, a 1600 Escort XR3. Fortunately, later models came properly equipped with the V8. This kit went on to inspire the development of the GTD40, which in turn prompted ERA to develop its GT replica. Although both of these latter kits are substantially different than the original KVA, they cannot lay claim to being the first on the block.

Meanwhile, businessman Jules Hoffman founded Integrity Coach Works in 1992 after becoming dis-

mayed while trying to obtain back-ordered parts for his personal k.t. car project. He started out importing Cobra replicas from South Africa and then decided to bring production in-house. He took a slightly different route with KVA, and he purchased all the tooling from Atwell. Not content to merely stamp out someone else's handiwork, Hoffman began tailoring the KVA kit for the U.S. market with an eye toward undercutting the price of all other GT40 kits available. As of this writing, the body and frame starter package can be ordered for \$21,995, but most customers have opted for the rolling chassis package priced at \$34,995. A Mark III replica is also in the works, priced substantially higher because of its limited availability.

Some of the modifications in the KVA kit included beefing up the tubular spaceframe and bolting on a red-blooded American Corvette suspension in the rear. It's not a direct swap, though. Coilovers replace the transverse monoleaf and custom-fabricated halfshafts are used instead of the stock ones. A sway bar was not installed on the demo car, but for a stiffer, track-ready suspension, it can be fitted to the stock mounts on the Vette hub assemblies.

Other changes in the original KVA kit include honeycomb coming in the fiberglass body for sound and heat insulation, a top-mounted pedal assembly that allowed the frame to



More work remained to be done on the interior of this test mule

be modified for more leg room, and a reconditioned Porsche 914 transaxle. Mating the German tranny with an American Ford 302 V8 requires a Kennedy adapter, flywheel and 2200 pound pressure plate (1600 pounds is standard). And to hook up the tranny's output shafts to the Corvette U-joints, Integrity has custom-fabricated a steel adapter. Also done in-house are the front's upper and lower chrome-moly tubular A arms and modifications on the kit's Caterpillar tractor radiator (well, as long as it works, why not?). Corvette brakes are used on all four wheels, with Chrysler screw-in ball joints for the front hubs, and it's steered by a TRW Mustang II rack.

Integrity deserves credit for sheer ingenuity in combining components from such disparate sources. The more important issue, though, is whether the whole is greater than the sum of its parts. Unfortunately, this review has to be qualified with the fact that the demo car was not totally finished in time for my visit and test drive. Integrity's crew thrashed all night to meet this issue's deadline, and for that they deserve a word of thanks, but I estimate the car still needed at least another few weeks' worth of dialing in and finish work. Fortunately, most of the remaining items were in the detail category, such as installing door gaskets, bundling wires and upholstering with authentic-style seat covers. I'll give Integrity the benefit of the doubt on this prototype, but I expect to see a more refined product the next time out.

That said, Integrity's replica does move out. Fed by a torquey 285hp Ford 302 with a Holley four-barrel



Integrity KVA's replica features the twin-nostir vent outlet found on the original GT40 Mark I.

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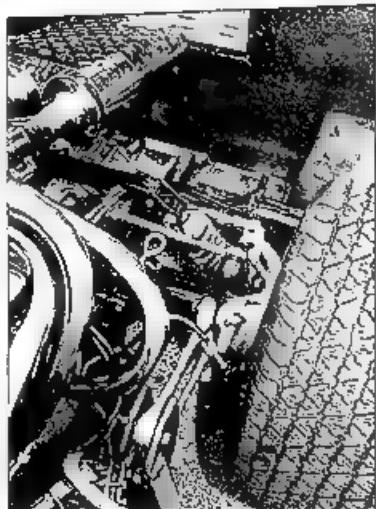
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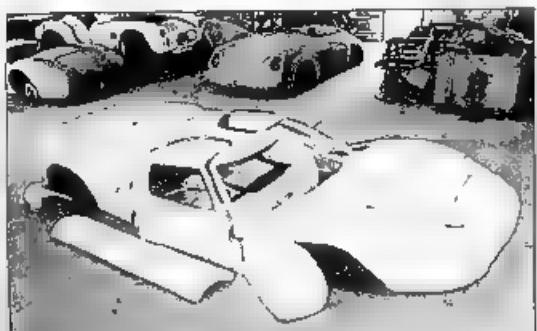
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Only the Corvette's aluminum alloy links are used. A sway bar can be added to stiffen the suspension for track duty.



Integrity's fiberglass body features honeycomb coring for sound and heat insulation. The firm also has molds for a Mark III body.

carb, the 914 tranny does require a gentle technique when engaging the clutch, but once it hooks up and you mash the throttle, the car takes off like a scalded dog. On a hot and humid Florida day, the Vericom recorded a 0-60 mph in a blistering 5.3 seconds, and I'm sure that could be quickened by several tenths on a cooler day and more time behind the wheel. The shift action was a bit balky and prevented speed shifting with confidence. As I said, this particular demo needed more shop time. The gauges were not hooked up, making it difficult to perform braking tests. However, suffice to say the car does stop quickly and smoothly.

As for handling, the steering column needed to be secured more tightly, and with 4.5 turns lock-to-lock on the wheel, the play was too generous for a car with such sporty lines. On hard-over cornering maneuvers I found my arms getting tangled up winding and unwinding the wheel. (Integrity says it has since replaced the rack with a quick-

ratio unit.) Also, during transitions the car shifted from understeer to oversteer too quickly, alternating between a sluggish and an abrupt response. The toe-in for the rear wheels was set at 0 degrees, which may have contributed to the tail-happy rear steering. In addition, the front tires were too small at P195 60R15 (compared to P265/50HR15s on the ERA GT). Integrity says both wheels and tires will be changed for a wider track and bigger contact patch, and the technicians are testing different toe-in settings. On the plus side, the ride is soft and compliant and appropriate for a variety of street conditions.

The Integrity replica is proof of concept. I'm encouraged by what the firm has accomplished thus far, and I see a lot of promise for this product. It's a decent replica for a decent price. On the other hand, if you're the type of customer who can afford a refined reproduction at a rarified cost, the ERA GT sets a lofty standard for GT40 replicas and an even loftier price point. Tornado offers the greatest range of choices, so the customer can tailor the kit to both his budget and performance requirements. Which one of these three GT40s would I suggest buying? Whichever one you can afford —Steve Temple KC

**SOURCES**

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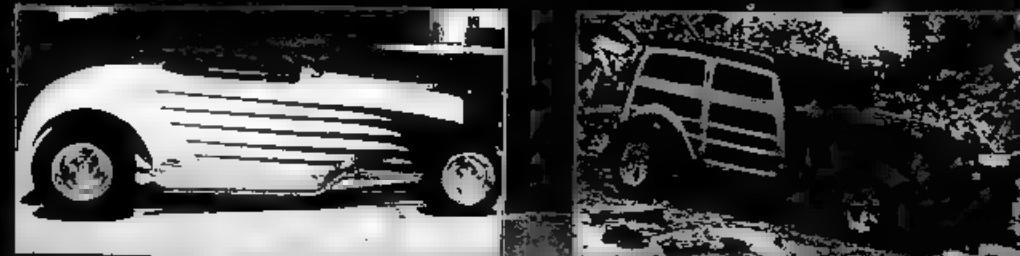


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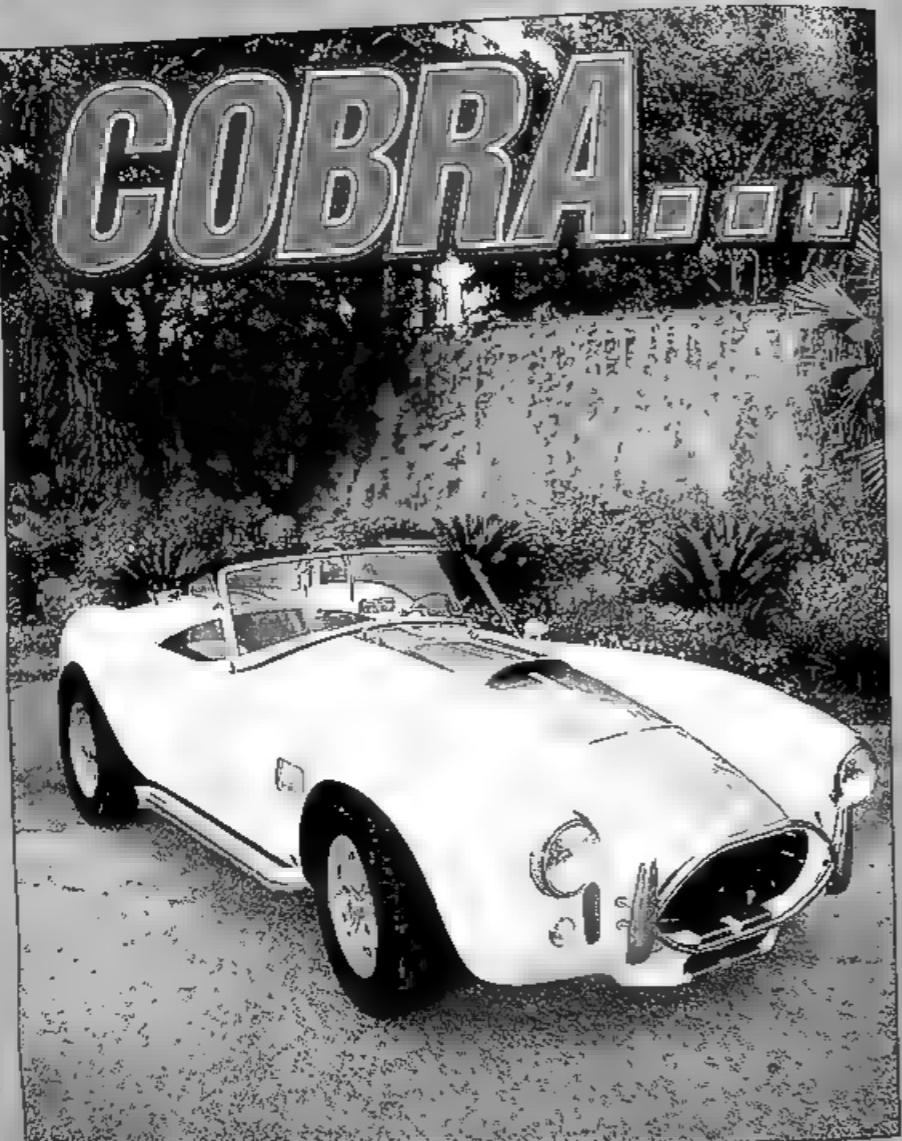
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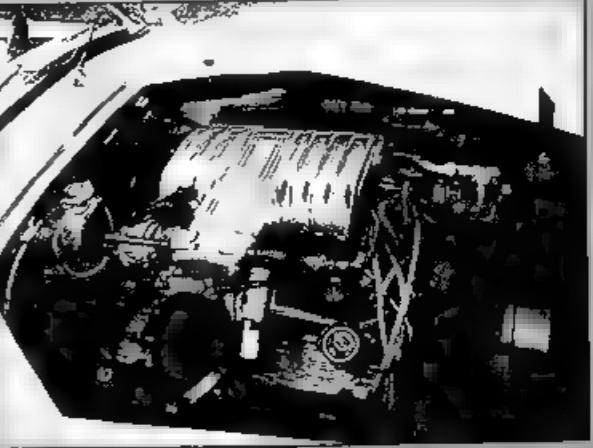
By Steve Temple

If you're the type who likes to skip to the last page of a whodunit novel to find out if it really was the butler who offed Mrs. Peacock with a candlestick in the library, then read on. However, if you prefer to stay in suspense then stop right now. That's because we reveal how a completed Cobra replica from Classic Motor Carriages rides and drives before we're done covering the buildup of the kit.

To put the finale in perspective, though, we should backtrack a bit. When we first covered the introduction of CMC's new Cobra replica ("Cobra In A Crate," November '92), we scrutinized it like Columbo grilling a suspect. And we found a few suspicious clues on the body, namely waves, ripples and a cloth transfer in the fiberglass gelcoat. We're glad to report, however, that the evidence was merely circumstantial. These flaws turned out to be simply teething problems of the prototype, and since then, later bodies we've gone over with a magnifying glass have been free of blemishes. Not only that, the finish is just about the deepest and creamiest gelcoat we've ever seen. That probably explains why most



# AND THE KIT



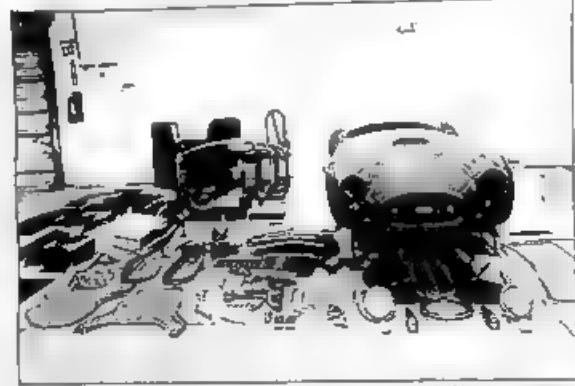
folks who buy CMC's Classic 427 don't bother to paint them, except perhaps to add some stripes.

What's the verdict on the handling? After spending the better part of two days tooling around Miami, we couldn't find any serious—ahem—vices (okay, no more cop talk). The stock Mustang II front end furnishes forgiving understeer, suitable for steady highway cruising. Auto crossers will doubtless prefer a crisper turn-in, but this replica's strong suit is streetability. It takes the safe and sane approach and doesn't do anything weird or unexpected. Of course, if you want a more responsive helm, aftermarket suspension upgrades, such as tubular control arms with polyurethane bushings, are practical alternatives. And while you're at it, perhaps you'd be willing to sacrifice a little ride comfort and stiffen the spring rates for less squat and weight transfer when punching the throttle off the line. We noticed some tire rubbing in the fenderwells with the Ford 5.0-liter at full throttle. Fortunately, one of the

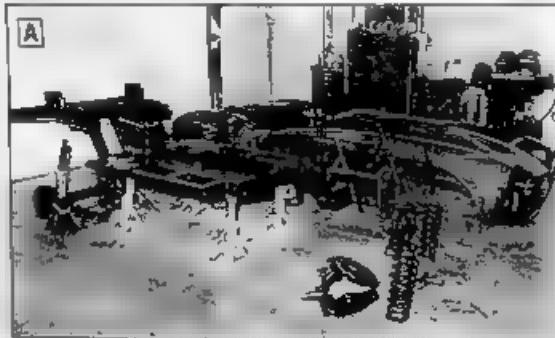
attractive things about this sort of kit is that you can set it up anyway you like, from mild to wild. For example, we have an abiding affection for big-block engines, and another thing we'd do if this were our kit is swap the street rod-style Vintage Instruments gauges in favor of some more authentic-looking Stewart-Warner units.

Now, about the buildup. Even if you aren't into Cobras, the first installment of this project, which appeared in our previous issue, is valuable to a wide range of kit car enthusiasts because we showed how to install the popular Mustang II front end ("Arms Control," November '93).

In this portion of the buildup, you should be able to glean several other tech tips, from installing a Ford 8.8-inch rearend (another common kit car component) to bolting on a brake system. So follow along. We've got a lot more in store for you. And no, the butler didn't do it. KC

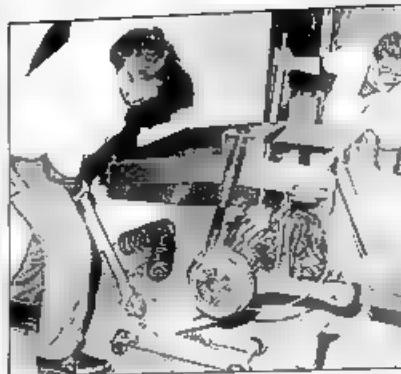


**1** To get an idea of just how many parts go into a typical kit, at CMC's 250,000-square foot factory we laid out most of what's required to complete it, excluding the drivetrain, wheels and tires. Note that several options were thrown in for good measure. The base package, without the extras goes for \$13,995 as of this writing.



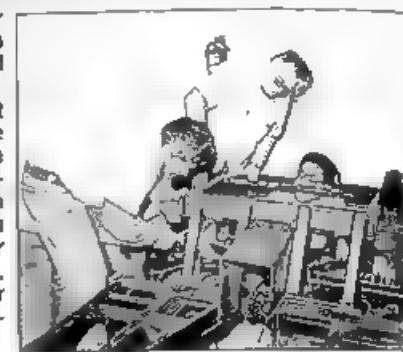
**2** As mentioned above, we've already covered the installation of the Mustang II front end in our previous issue, so we'll pick up where we left off at Custom Cars By Robbie and show how to attach the 8.8-inch Ford live axle. As regular readers may recall, we first positioned the frame on jackstands (A) and then bolted in the front end. Next we moved to the rear and placed the axle underneath the frame with some floor jacks to simplify lifting (B). The extended shocks were then located in the frame brackets and bolted in. The center section is a rebuilt 3.08:1 ratio locker.

28 KIT CAR



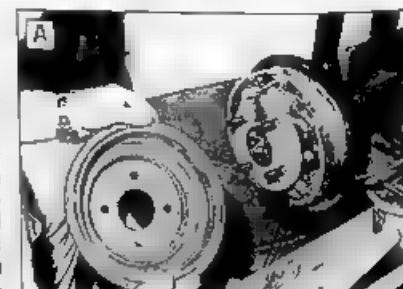
**3** After the gas shocks were attached, the donor Mustang rearend assembly was raised into place by two floor jacks. This unit has two arms that attach to the top of the differential housing and two others that attach to the outer ends of the axle housing.

**4** Shop owner Robbie Robinson (center) supervised the installation. There are eight bolts securing the assembly to the frame. All new rubber bushings have been installed in the arms, but for better handling, you might consider polyurethane bushings front and rear.



**5** The rear springs, taken from a donor Mustang chassis, fit into the lower arm saddle and the frame bracket.

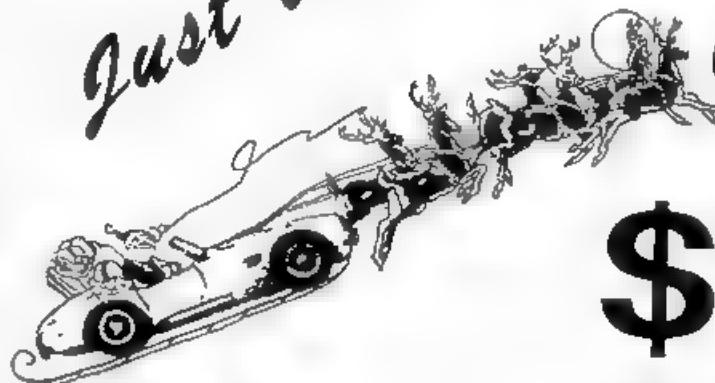
**6** Prior to installation, the rear brakes were completely disassembled (A) and rebuilt with all new parts where needed. (For a more performance-oriented setup, rear disc brake conversion kits are available.) Brake drums have been turned to match new brake shoes (B). You should also rebuild the slave cylinders, and as long as you're at it, check the bearings and install new grease seals in the axle housing.



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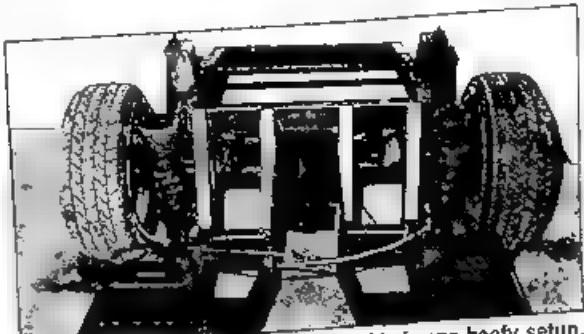
\*This is by no means a complete kit, but it's a great start!



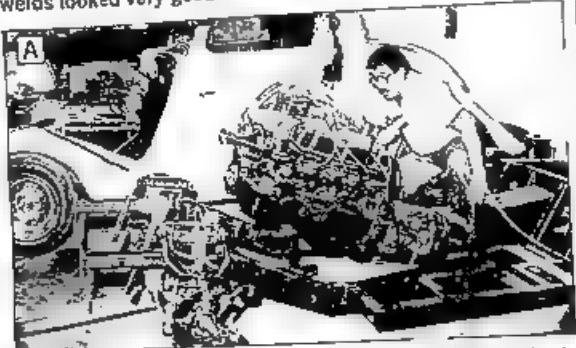
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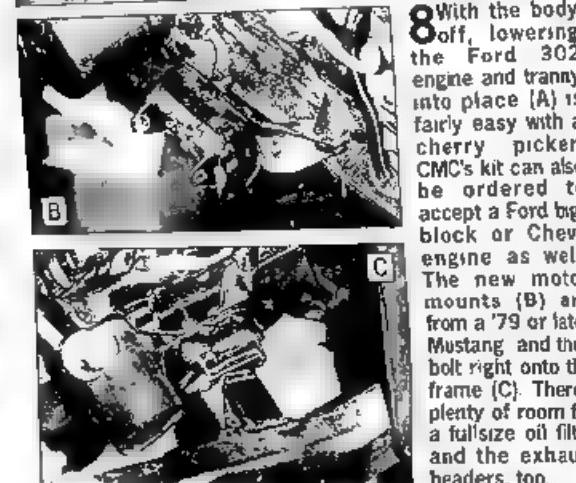
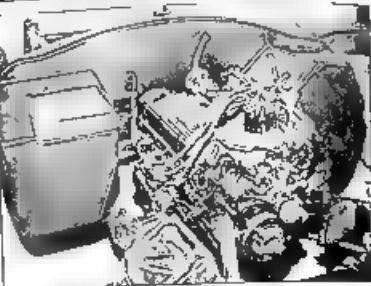
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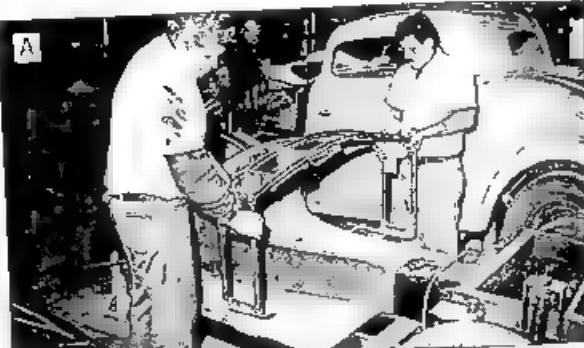
**7** Once installed, the rearend assembly is one beefy setup. CMC didn't skimp on the square-tube members and bracing. Spring mounting boxes at the rear are  $\frac{1}{4}$ -inch plate, and the frame is  $\frac{3}{8}$ -inch wall, 2x4-inch square tube. All the welds looked very good.



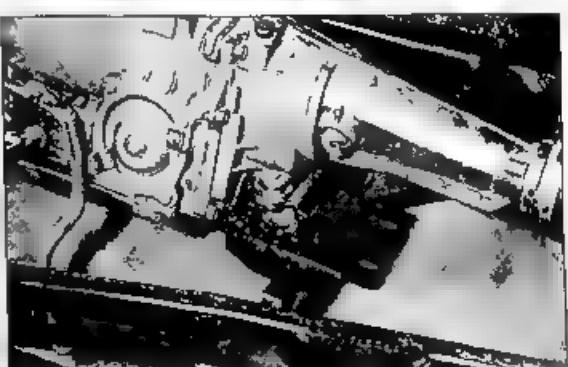
**10** With the engine and tranny bolted in, the one-piece fiberglass firewall section [A] is fitted in place. Note the generous space between the engine and footwell [B], so a larger engine can be installed if desired.



**8** With the body off, lowering the Ford 302 engine and tranny into place [A] is fairly easy with a cherry picker. CMC's kit can also be ordered to accept a Ford big-block or Chevy engine as well. The new motor mounts [B] are from a '79 or later Mustang and they bolt right onto the frame [C]. There's plenty of room for a fullsize oil filter and the exhaust headers, too.

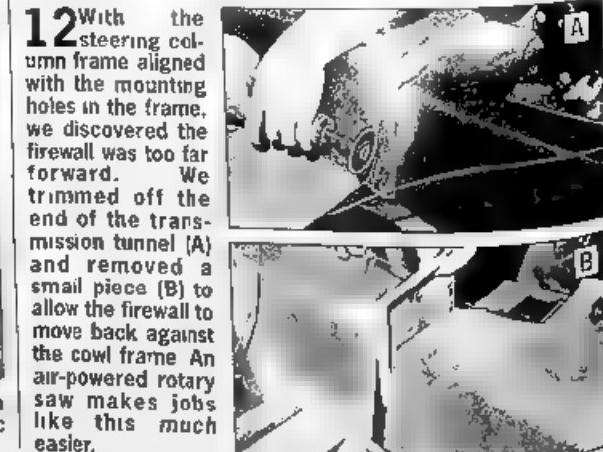


**11** Next the steering-column frame goes on. This unit also supports the dashboard, cowl and upper portion of the firewall. Angle iron feet on each side have bolt holes that align with pre-drilled holes in the framrails.

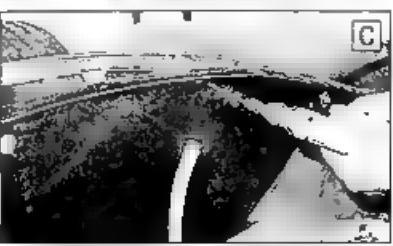
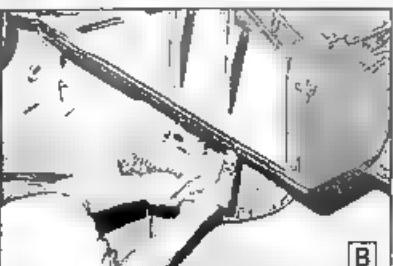
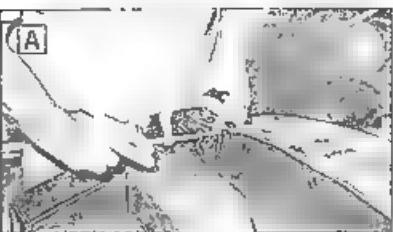


**9** The transmission mounting flange has several holes to accommodate different types of manual and automatic units. This one is a stock Ford C4.

30 KIT CAR



**12** With the steering column frame aligned with the mounting holes in the frame, we discovered the firewall was too far forward. We trimmed off the end of the transmission tunnel [A] and removed a small piece [B] to allow the firewall to move back against the cowl frame. An air-powered rotary saw makes jobs like this much easier.



**13** After test-fitting the firewall section on, we clamped the upper edge to the steering-column frame [A] and then used a pilot drill [B] to reach up and ream out the pre-drilled frame holes, locating the steering-column frame in position. With all the holes lined up, the firewall is bolted to the cowl frame [C].

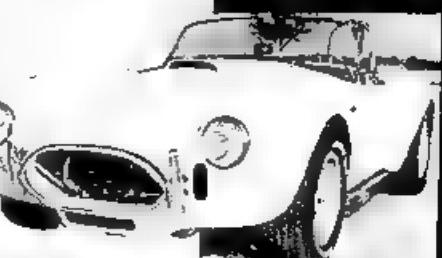


**14** For easier installation, the left-side footwell bulkhead has the brake mounting plate's circular guide marks already molded in the gel coat. The plate is temporarily secured with two small guide bolts at the base of the bulkhead plate.



**15** Using the proper size drill bit and a holesaw that fit the pre-drilled holes in the plate, we opened the holes on through the fiberglass firewall.

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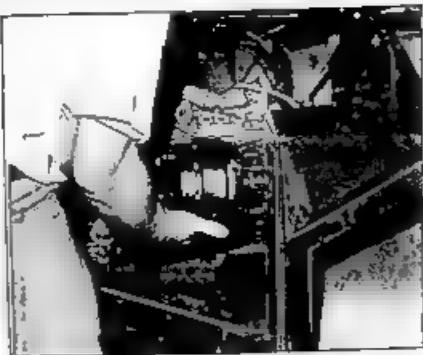
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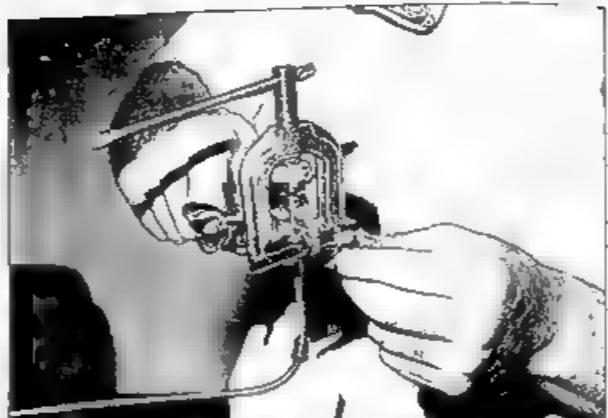


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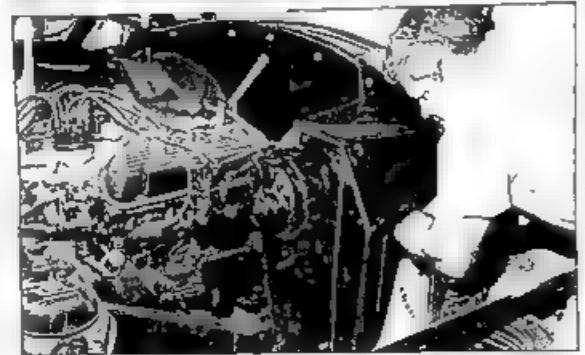
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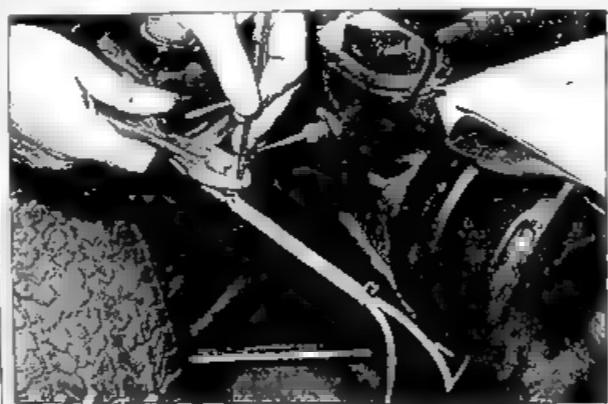
**16** The vacuum brake booster and master cylinder assembly are from a '74 Mustang.



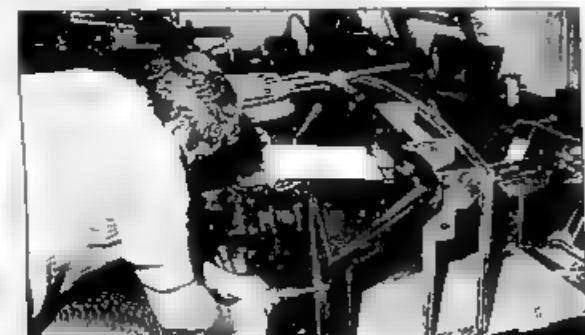
**20** Steel brake line, unlike copper tubing, must be double-flared at all connections, and this requires a special tool.



**17** The unit slips into place very easily, and large washers are used inside the footwell for a larger contact area.



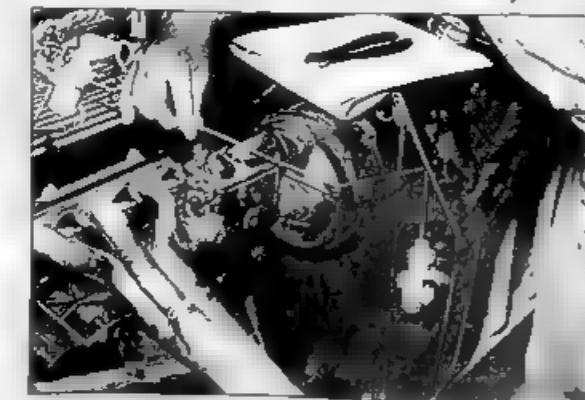
**21** To dampen vibration, as well as for a neater appearance, use plastic tie wraps to hold the lines together.



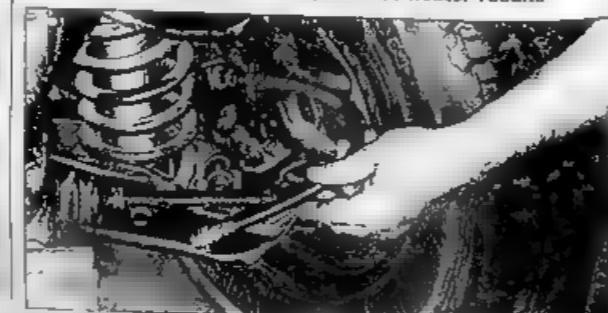
**18** The proper proportioning valve must be used in this front-disc and rear-drum brake combination. For installation, we first drilled a mounting hole through the fiberglass firewall to locate the valve close to the master cylinder for brake line clearance inside the car body.



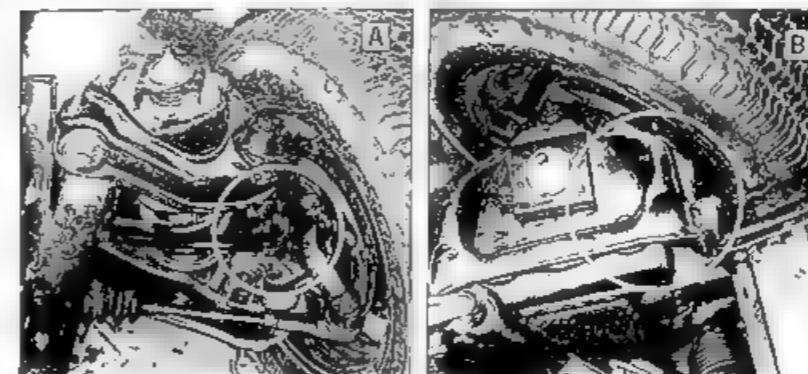
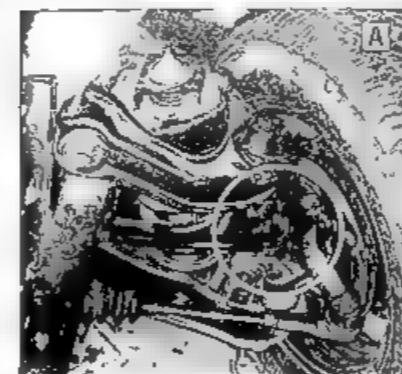
**22** This soft steel tubing (Bundyflex Part No. B340,  $\frac{1}{8}$  inch diameter in 40-inch lengths) can be bent by hand, but a tube-bending tool produces neater results.



**19** To simplify routing the brake lines, we first made a bending pattern with a welding rod or coat hanger wire, then used that as a guide for bending the tubing.

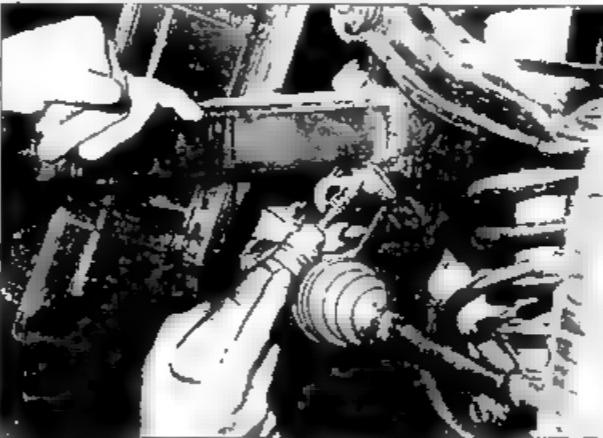


**23** The flexible brake line from the frame to the wheel-mounted brake caliper is from the EIS Co. Brake Parts, Part No. SP5284 87G01.



**24** The flexible hose (note circles) that runs from frame to caliper must not touch anything when the wheel moves from full left (A) to full right (B). Check for clearance; the location of the steel-to-flex line mounting bracket is very critical.

**25** Once you determine the exact location for the brake line brackets provided with the kit, drill a hole for the mounting screw and attach to frame.



**26** The final installation should route the steel brake lines neatly and smoothly from the master cylinder to the proportioning/metering block and then to the flexible hose. Note spacing of ties and small clamps that secure tubing to the frame. The tubing must not be routed under the frame or it may be damaged by road debris.

#### SOURCES

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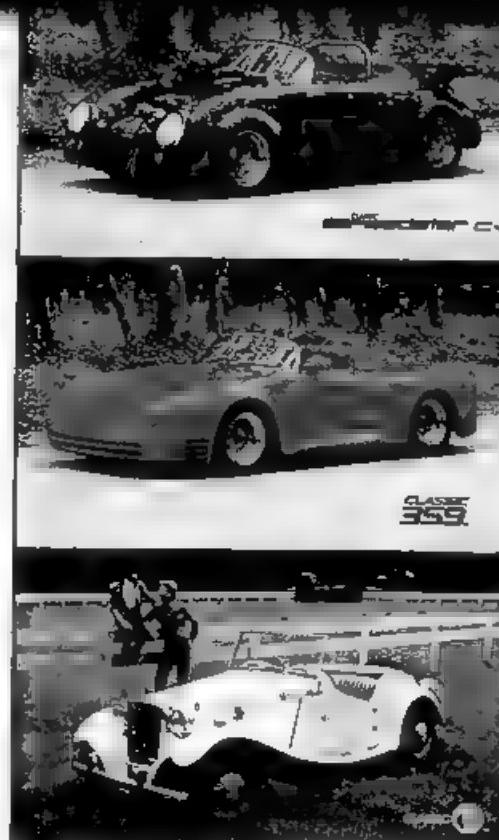
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# AUSSIE JAG



## It's A Beauty, Mate—An Amazing XJ13 Repro Surfaces From Down Under

By David Fetherston

**O**n the all-time list of the most desirable exotics, certain Jaguars must not be excluded, especially the XJ13. As the race car that never raced, this V12-powered one-off factory prototype has a seductive aluminum body designed by Malcolm Sayer. It was developed

on weekends by Jaguar engineers during the mid-'60s, but became a victim of changes in the racing rules by the time of its completion in 1967. Sadly, during testing in 1971, when the car was exiting a corner at high speed, a rear wheel collapsed landing the car in the infield. The crumpled heap looked like a refugee from a demolition derby, and it was left to

gather dust in a warehouse for several years. A crew of Jaguar personnel, however, was not willing to let such a magnificent creature go to the recycler, and the car was eventually restored. It now resides in the Jaguar museum and occasionally appears on the car show circuits.

Fortunately, faithful homages to the XJ13 live on in replica form, one



PHOTOGRAPH BY DAVID FETHERSTON

from Proteus ("Rare Breed," May '93 *Specialty Car*) another under development by Predator Performance (Specialty Scene, November '93) and a third you see here by John Wilson in Australia. A Jaguar fan by nature and a mechanical engineer by trade, he began researching the car several years ago and became enthralled with its history and design. He discovered that the XJ13 was an evolution of Jaguar's C and D Type sports racers and not of the E Type as some folks assume. This was a blood-and-guts race car for the likes of Le Mans, Sebring and Daytona but it used many Jaguar production components that helped to contain costs. Wilson saw the latter fact as a green light to create his own reproduction.

No part of this story happened overnight. Fortunately, in his youth Wilson had worked as a fitter, turning pieces of metal into component parts for engineering projects. He was also a hot rodder and built a series of street cars that kept the neighborhood awake late at night. These facets of his life, in addition to his formal training as an engineer, led him down the road to the XJ13 project. Along the way, Jaguar



In the no-holds-barred Targa Tasmania, Wilson's XJ13 replica ran all-out without a hitch.

granted him the rights to produce a copy as long as the company moniker did not appear on the body.

Taking into consideration that the replica would be street-driven, Wilson decided to make the aluminum monocoque chassis structurally stronger than original. (He claims that it's twice as rigid both torsionally and longitudinally.) Although it follows the original in concept, the chassis has also been modified for simpler fabrication and ease of assembly and maintenance.

In addition, his design does not use the body skin as a stressed member. Instead, the completed running chassis had been turned over to an English body shaper, Allen Stansfield, who patiently hammered out the 39-inch-high aluminum form. It's exquisitely correct in every detail, save for the added louvers under the rear that help dissipate heat from the engine and exhaust system.

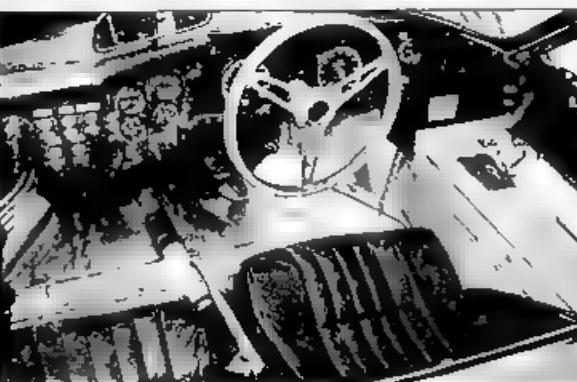
Wilson sourced the front and rear suspension from the E Type Jaguar, along with the engine, steering, brakes and instrumentation. To meet the strict Australian design rules for limited-production

automobiles, he added a collapsible steering column, mufflers and catalytic converters.

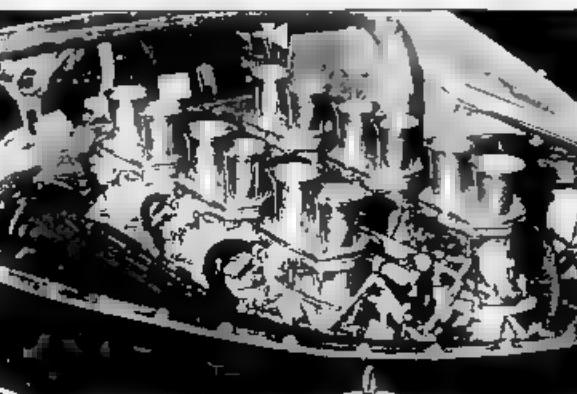
Wilson's attention to detailing comes sailing home at every glance and angle of the XJ13, including the five-spoke 15-inch wheels that were specially cast in England to match the originals. These are capped with Pirelli P 700 road tires. Instead of the 400hp 5.3-liter V12 on this initial model, the 10 limited-production cars will use a more powerful 6.0-liter V12 dual overhead cam engines, midmounted and bolted to ZF five-speed transaxles. This is (obviously) a car you drive fast. The cockpit is snug for two, but feels like you're flying in a tiny home-built airplane without a canopy. Even though the vertical dash panel is inches from your face, the driving position is surprisingly comfortable, with the shifter positioned on the outboard side. As you sit semi-upright behind the wheel, you must steady your mind before you take hold of the beast by the tail. The engine fires up with a quick flick of the key concealed under the dash, and suddenly the music of power begins to pound into your skull from a few inches to the rear. Because the car has so little insulation, no top and very little interior trim, the aluminum tub transmits every mechanical noise and vibration.

Jump on the throttle and wind it out through the gears, and you immediately know two things. First, the car is very quick, and second, it's as close to a race car on the street as you're likely to find. The V12 in full-throated song is a sound you'll never forget, a mechanical symphony that makes your pulse quicken and adrenaline pump.

With the 5.3-liter engine, Wilson's XJ13 repro is said to be good for about 180 mph and capable of pulling 40 mph in First gear, 70 in



Everything in the cockpit is close at hand, with the shifter mounted on the outboard side.



A dozen—count 'em—Weber horns sprout from the engine bay.

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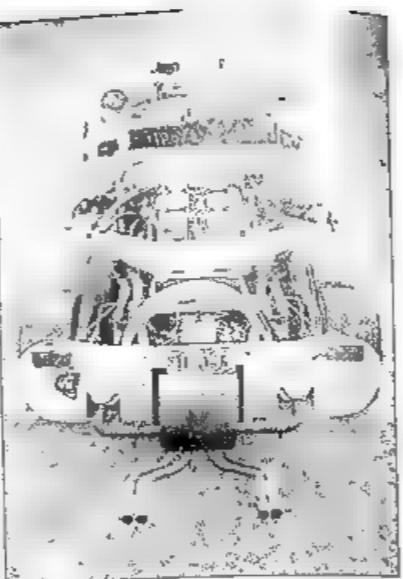
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Wilson's monocoque chassis is not only stronger than on the original, it doesn't stress the aluminum skin.

Second and 110 mph in Third. The 600hp 6.0-liter V12 should add about 20 mph to the top end emulating what the engineers originally anticipated the car would do at Le Mans.

For all its speed and quickness, the car is as easy to drive as an E Type, which is no doubt due to the donor car's modified torsion-bar suspension. The ride is amazingly compliant, yet crisp, and the steering is properly responsive for a race car reproduction.

So far Wilson has run more than 10,000 miles of R&D testing that includes one 1400-mile open-road racing event—the Targa Tasmania—in which it ran faultlessly except for a blown headlight. This race is a new vintage-style event run on open roads over a five-day period. There are no speed limits, so you can imagine what sort of fun he had.

With only 10 reproductions being built at \$350,000 a crack, Wilson's XJ13 is only for those who are strong at heart (and deep in the pockets). Two have already been sold, with delivery due in a year. Although it took him nine years to bring his dream out into the light, this exacting reproduction of Jaguar's super-exclusive top-secret race car is beginning to appear in the hands of the public. Although still rare and pricey, the once unobtainable is now within reach.



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Ace Auto Services Ltd., Dept. KC01,  
21422 Parthenia Ave., Canoga Park, CA  
91304, 818/885-5097, Fax 818/885-5236

### 2) AAC SC COBRA

Length: 156 in  
Width: 78 in  
Height: 38 in  
Wheelbase: 90 in  
Weight: 2575 lbs  
Drivetrain: Ford or Chevy  
Chassis: 4-inch round tube, triangulated  
Suspension Front: tubular independent  
Rear: Ford 9-inch, 3-point IMSA-type  
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All American Classics, Dept. KC01,  
1515 Braggtown Rd., East Berlin, PA  
17316, 717/432-1403

### 3) A&C 427 COBRA

Length: 158 in  
Width: 68 in  
Height: 45 in  
Wheelbase: 90 in  
Weight: 2670 lbs  
Drivetrain: small- or big-block Chevy or Ford V8  
Chassis: ladder-type  
Suspension Front: tubular A-arms  
Rear: Ford live axle  
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### 4) AMERICAN FIBERBOODIES 500S

Length: 168 in  
Width: 78.7 in  
Height: 42 in  
Wheelbase: 98.5 in  
Weight: 2900 lbs  
Drivetrain: GM V8 with Porsche transaxle  
Chassis: custom spaceframe  
Suspension: custom with coilovers  
Base price: Kit \$13,200, Turn-key \$45,500

American Fiberbodies, Dept. KC01,  
P.O. Box 726, Xenia, OH 45365, 513/372-5938

### 5) AFI-40 EURO SPIDER

Length: 173 in  
Width: 76.5 in  
Height: 45.5 in  
Wheelbase: 93.4 in  
Weight: 2600 lbs  
Drivetrain: 1.4 V6, V8  
Chassis: Fiero  
Suspension: modified Fiero  
Base price: Kit \$4000, Turn-key \$35,000

American Fiberbodies, Dept. KC01,  
P.O. Box 726, Xenia, OH 45365, 513/372-5938

### 6) AMERICAN ROADSTERS 427SC

Length: 156 in  
Width: 72 in  
Height: 47 in  
Wheelbase: 90 in  
Weight: 2500 lbs  
Drivetrain: Ford  
Chassis: ladder-type; custom  
Suspension Front: Mustang II  
Rear: Ford live axle  
Base price: Kit \$14,000, Turn-key \$32,000

American Roadsters, Dept. KC01, 937  
E. Weber, Tempe, AZ 85281, 602/968-9284

### 7) AUTO CLASSICS 550

Length: 146 in  
Width: 61 in

Autospeed Motors, Dept. KC01, 100 S.  
Lake St., Burbank, CA 91502, 818/842-0028

### 8) AUTOSPEED 289 FIA-USRC

Length: 168 in  
Width: 64 in  
Height: 45 in  
Wheelbase: 90 in  
Weight: 2200 lbs  
Drivetrain: small-block Ford  
Chassis: custom ladder-type  
Suspension Front: Mustang II  
Rear: Ford 8.8-inch live axle  
Base price: Kit \$9950, Rolling Chassis \$14,500  
Turn-key \$29,000

### 9) AUTOSPEED 427 COBRA

Length: 168 in  
Width: 64 in  
Height: 45 in  
Wheelbase: 90 in  
Weight: 2200 lbs  
Drivetrain: Ford  
Chassis: ladder-type; custom  
Suspension Front: Mustang II  
Rear: Ford 9-inch live axle  
Base price: Kit \$7950, Rolling Chassis \$12,500  
Turn-key \$29,000

Autospeed Motors, Dept. KC01, 100 S.  
Lake St., Burbank, CA 91502, 818/842-0028

### 10) ASPP 289, 289 FIA, & 427

Length: 153 in  
Width: 70 in  
Height: 45 in  
Wheelbase: 90 in  
Weight: 2250 lbs  
Drivetrain: V8  
Chassis: ladder-type; original style or Herb Adams  
VSE backbone  
Suspension Front: Mustang II; custom tubular  
Rear: live axle; custom independent  
Base price: Kit \$7400, Turn-key \$35,000

Auto Sport Performance Products  
Dept. KC01, 1240 E. Gilbert Dr. #2,  
Tempe, AZ 85281-2106, 602/966-9906



11) BECK VINTAGE 550 SPYDER

Length: 146 in  
Width: 61 in  
Height: 40 in  
Wheelbase: 85 in  
Weight: 1,250 lbs  
Drivetrain: VW or Porsche  
Chassis: Porsche repro ladder-type  
Suspension: Front: VW  
Rear: VW swing axle  
Base price: Kit \$6995, Turnkey \$21,500

Beck Development, Dept. KC01, 1531 W 13th, Unit E, Upland, CA 91786, 909/981-3540

12) BENNETT COBRA

Length: 157 in  
Width: 70 in  
Height: 47 in  
Wheelbase: 90 in  
Weight: 2500 lbs  
Drivetrain: Indy-style independent  
Chassis: spaceframe  
Suspension: Front: custom  
Rear: Indy-style independent  
Base price: Kit \$5500, Rolling Chassis \$15,000, Turnkey \$60,000

Bennett Automotive, Dept. KC01, 3385 Enterprise, Hayward, CA 94545, 510/782 0705

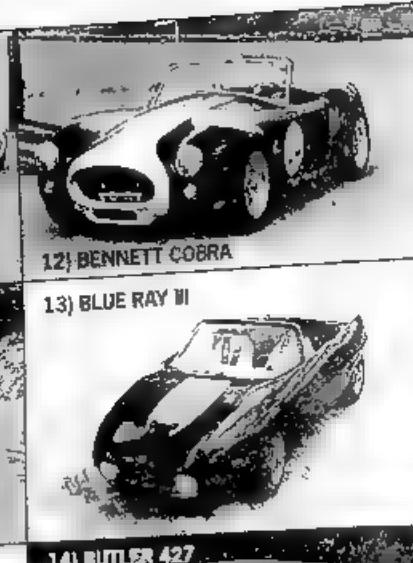
13) BLUE RAY III

Length: 88 in  
Width: 73 in  
Height: 49 in  
Wheelbase: 80 in  
Weight: 2700 lbs  
Drivetrain: Mazda 929 modified  
Chassis: monocoque  
Suspension: custom independent  
Base price: \$197,000

Blue Ray G.T. Engineering, Dept. KC01, 416 Woodline Dr., The Woodlands, TX 77386, 713/363-2000

14) BUTLER 427 COBRA

Length: 158 in  
Width: 69.5 in  
Height: 46 in  
Wheelbase: 91 in  
Weight: 2600 lbs  
Drivetrain: 351/427 Ford  
Chassis: custom  
Suspension: Front: modified MGB  
Rear: Jaguar independent  
Base price: Kit \$15,900, Rolling Chassis \$25,000, Turnkey \$65,000



12) BENNETT COBRA

13) BLUE RAY III

14) BUTLER 427 COBRA



15) CAMBIANO

16) CARDIAC COBRA

17) CARTER'S COBRA

Butler Racing, Inc., Dept. KC01, 103 Santa Felicia Dr., Goleta, CA 93117, 805/685-3535

Carter's Conversions Ltd., Dept. KC01, PO Box 245, Imray City, MI 48444, 313/724 2333

15) CAMBIANO

Length: 167 in  
Width: 70 in  
Height: 49 in  
Wheelbase: 90 in  
Weight: 2500 lbs  
Drivetrain: Ford 302 V8 or supercharged V6

Cambiano Motor Co., Dept. KC01, 110 Amity Cir., Belmont, NC 28012, 704/392 1134

16) CARDIAC COBRA

Length: .58 in  
Width: 70 in  
Height: 44 in  
Wheelbase: 92 in  
Weight: 2550 lbs (big-block)  
Drivetrain: small or big-block V8  
Chassis: 5x2-inch main rails, X-brace  
Suspension: Front: Mustang II; custom  
Rear: Ford 9-inch, Jaguar  
Base price: Kit \$7000  
Aluminum body: call for quote

Cardiac Cobra Sportscars Ltd., Dept. KC01, 1523 Columbia St. North Vancouver, B.C. V7J 1A3, Canada, 604/987 6350

17) CARTER'S COBRA

Length: 156 in  
Width: 68 in  
Height: 49 in  
Wheelbase: 90 in  
Weight: 2550 lbs  
Drivetrain: small or big-block Ford or Chevy  
Chassis: custom  
Suspension: Front: Mustang II; custom  
Rear: solid axle with DeDion link  
Base price: Kit \$8000, Rolling Chassis \$15,000, Turnkey \$39,000

18) C&C S-EXOTIC

Length: 168.4 in  
Width: 78.9 in  
Height: 42 in  
Wheelbase: 98.5 in  
Weight: 2750 lbs  
Drivetrain: GM 350/454 (available w/ turbo)  
Chassis: custom, NASCAR tube specs  
Suspension: Front: custom coilovers  
Rear: independent with coil-overs  
Base price: Kit \$23,000, Rolling Chassis \$42,500, Turnkey \$60,800

C&C Service & Performance Centers, Dept. KC01, Route 940 & Township Rd., Pocono Summit, PA 18346, 717/839-8177, fax 717/839-3961

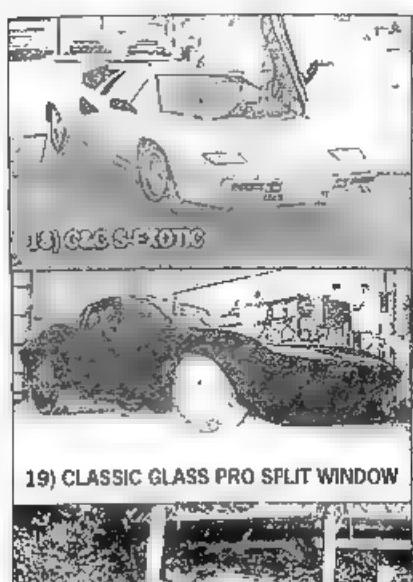
19) CLASSIC GLASS PRO SPLIT WINDOW

Length: 172 in  
Width: 68 in  
Height: 48 in  
Wheelbase: 98-103 in  
Weight: 2200-2600 lbs  
Drivetrain: small or big-block Chevy  
Chassis: custom spaceframe  
Suspension: Front: Mustang II  
Rear: Ford 9-inch; independent, custom; fab  
moly. coilover, 4-link  
Base price: Kit \$7500-50,000, Rolling Chassis \$30,000-75,000, Turnkey \$50,000-150,000

Classic Glass, Dept. KC01, 3820 Michigan Ave., Clinton, MI 49236, 517/456-4061

20) CLASSIC COBRA

Length: 160.5 in  
Width: 69 in  
Height: 46 in  
Wheelbase: 90 in  
Weight: 2480 lbs  
Drivetrain: small-block Ford



18) C&C S-EXOTIC

19) CLASSIC GLASS PRO SPLIT WINDOW

20) CLASSIC COBRA

Chassis: ladder-type  
Suspension: Front: Mustang II  
Rear: Mustang '79 or newer live axle  
Base price: call for quote

Classic Motor Carriages, Dept. KC01, 16650 N W 27th Ave., Miami, FL 33054, 800/252 7742

21) CONSULIER II LX HAMMERHEAD

Length: 172 in  
Width: 72 in  
Height: 42 in  
Wheelbase: 100 in  
Weight: 1850-2050 lbs  
Drivetrain: Chrysler turbo inline-4 or buyer's choice  
Chassis: composite monocoque  
Suspension: Front: rocker arm  
Rear: custom independent

22) CONSULIER INTRUDER

Length: 178 in  
Width: 77 in  
Height: 107 in  
Weight: 2390 lbs  
Drivetrain: Midmount 300hp+ Corvette V8  
Chassis: advanced composite monocoque  
Suspension: Independent 4-wheel  
Base price: Turn-key \$84,500

Consulier Automotive, Dept. KC01, 2391 Old Dixie Hwy., Riviera Beach, FL 33404, 800/551-0623, 407/642-2492

23) CONTEMPORARY 427 SC ROADSTER

Length: 157 in  
Width: 68 in  
Height: 46 in  
Wheelbase: 90 in  
Weight: 2450 lbs  
Drivetrain: Ford or GM V8  
Chassis: ladder-type  
Suspension: Jaguar  
Base price: Kit \$8495-16,999, Rolling Chassis \$5595 additional, Turn-key \$46,500

Contemporary Classic Motor Car Co., Dept. KC01, 115 Hoyt Ave., Mamaroneck, NY 10543, 914/381-5678, fax 914/381-1953

24) CONTEMPORARY DAYTONA COUPE

Length: 171 in  
Width: 70 in  
Height: 46.5 in  
Wheelbase: 90 in  
Weight: 2510 lbs  
Drivetrain: 289/351W Ford  
Chassis: ladder-type  
Suspension: Front: custom torsion bar  
Rear: Jaguar independent  
Base price: \$66,500 less engine, trans., and paint)

25) CONTEMPORARY GT ROADSTER

Length: 173 in  
Width: 57 in  
Height: 50 in  
Wheelbase: 98 in  
Weight: 2550 lbs  
Drivetrain: 302 HO Ford V8  
Chassis: backbone  
Suspension: Front: Jaguar-style coil-over  
Rear: Jaguar independent  
Base price: Turn-key \$65,000

Contemporary Classic Motor Car Co., Dept. KC01, 115 Hoyt Ave., Mamaroneck, NY 10543, 914/381-5678, fax 914/381-1953

26) C.A.D. PATRIOT

Length: 173.5 in  
Width: 74 in  
Height: 45.5 in  
Wheelbase: 93.4 in  
Weight: 2800 lbs  
Drivetrain: Fiero  
Chassis: modified Fiero  
Suspension: Front: Fiero  
Rear: Fiero/transaxle  
Base price: Kit \$7995, Turn-key \$85,000

Corbett Automotive Design, Dept. KC01, 1228 W Maple Ave., Lompoc, CA 93436, 805/737-4470

27) CTX COBRA

Length: 162 in  
Width: 71.5 in



20) CONSULIER II LX HAMMERHEAD

21) CONSULIER INTRUDER

22) CLASSIC COBRA

23) CONTEMPORARY 427 SC ROADSTER

24) CONTEMPORARY DAYTONA COUPE

Length: 52 in  
Wheelbase: 90 in  
Weight: 2430 lbs  
Drivetrain: Ford V8  
Chassis: modified ladder-type  
Suspension: Front: upper/lower alloy A-arms  
Rear: Corvette  
Base price: call for quote, Turn-key: call for quote

Pro Am Parts & Accessories, Dept. KC01, 6126 Richmond Rd., Houston, TX 77057, 800/847-5712

25) D&D GRAND SPORT REPLICA

Length: 172.8 in  
Width: 72 in  
Height: 47.5 in  
Wheelbase: 98 in  
Weight: 2,000 lbs  
Drivetrain: small or big-block Chevy, 4-speed or auto trans  
Chassis: ladder-type; 63-82 Corvette  
Suspension: Front: '84-'87 Corvette  
Rear: Corvette independent  
Base price: \$14,900, Rolling Chassis \$23,000, Turn-key \$42,000

D&D Corvette, Dept. KC01, 1985 Manchester Rd., Akron, OH 44314, 216/745-2544

26) DECUIR COBRA

Length: 156.5 in  
Width: 71 in  
Height: 48 in  
Wheelbase: 91 in  
Weight: n/a  
Drivetrain: Ford or Chevy V8  
Chassis: spaceframe  
Suspension: Front: custom tubular  
Rear: custom independent with Ford T-Bird differential  
Base price: Kit \$25,000, Turn-key \$40,000

DeCuir Motor Co., Inc., Dept. KC01, 1525 Third St., Ste. H, Riverside, CA 92507, 714/276-9843



20) CLASSIC COBRA

21) CONSULIER INTRUDER

22) CLASSIC COBRA

23) CONTEMPORARY 427 SC ROADSTER

24) CONTEMPORARY DAYTONA COUPE

Length: 52 in  
Wheelbase: 90 in  
Weight: 2430 lbs  
Drivetrain: Ford V8  
Chassis: modified ladder-type  
Suspension: Front: upper/lower alloy A-arms  
Rear: Corvette  
Base price: call for quote, Turn-key: call for quote

Pro Am Parts & Accessories, Dept. KC01, 6126 Richmond Rd., Houston, TX 77057, 800/847-5712

25) D&D GRAND SPORT REPLICA

Length: 172.8 in  
Width: 72 in  
Height: 47.5 in  
Wheelbase: 98 in  
Weight: 2,000 lbs  
Drivetrain: small or big-block Chevy, 4-speed or auto trans  
Chassis: ladder-type; 63-82 Corvette  
Suspension: Front: '84-'87 Corvette  
Rear: Corvette independent  
Base price: \$14,900, Rolling Chassis \$23,000, Turn-key \$42,000

D&D Corvette, Dept. KC01, 1985 Manchester Rd., Akron, OH 44314, 216/745-2544

26) DECUIR COBRA

Length: 156.5 in  
Width: 71 in  
Height: 48 in  
Wheelbase: 91 in  
Weight: n/a  
Drivetrain: Ford or Chevy V8  
Chassis: spaceframe  
Suspension: Front: custom tubular  
Rear: custom independent with Ford T-Bird differential  
Base price: Kit \$25,000, Turn-key \$40,000

DeCuir Motor Co., Inc., Dept. KC01, 1525 Third St., Ste. H, Riverside, CA 92507, 714/276-9843

Length: 52 in  
Wheelbase: 90 in  
Weight: 2430 lbs  
Drivetrain: Ford V8  
Chassis: modified ladder-type  
Suspension: Front: upper/lower alloy A-arms  
Rear: Corvette  
Base price: call for quote, Turn-key: call for quote

Pro Am Parts & Accessories, Dept. KC01, 6126 Richmond Rd., Houston, TX 77057, 800/847-5712

25) D&D GRAND SPORT REPLICA

Length: 172.8 in  
Width: 72 in  
Height: 47.5 in  
Wheelbase: 98 in  
Weight: 2,000 lbs  
Drivetrain: small or big-block Chevy, 4-speed or auto trans  
Chassis: ladder-type; 63-82 Corvette  
Suspension: Front: '84-'87 Corvette  
Rear: Corvette independent  
Base price: \$14,900, Rolling Chassis \$23,000, Turn-key \$42,000

D&D Corvette, Dept. KC01, 1985 Manchester Rd., Akron, OH 44314, 216/745-2544

26) DECUIR COBRA

Length: 156.5 in  
Width: 71 in  
Height: 48 in  
Wheelbase: 91 in  
Weight: n/a  
Drivetrain: Ford or Chevy V8  
Chassis: spaceframe  
Suspension: Front: custom tubular  
Rear: custom independent with Ford T-Bird differential  
Base price: Kit \$25,000, Turn-key \$40,000

DeCuir Motor Co., Inc., Dept. KC01, 1525 Third St., Ste. H, Riverside, CA 92507, 714/276-9843

Length: 52 in  
Wheelbase: 90 in  
Weight: 2430 lbs  
Drivetrain: Ford V8  
Chassis: modified ladder-type  
Suspension: Front: upper/lower alloy A-arms  
Rear: Corvette  
Base price: call for quote, Turn-key: call for quote

Pro Am Parts & Accessories, Dept. KC01, 6126 Richmond Rd., Houston, TX 77057, 800/847-5712

25) D&D GRAND SPORT REPLICA

Length: 172.8 in  
Width: 72 in  
Height: 47.5 in  
Wheelbase: 98 in  
Weight: 2,000 lbs  
Drivetrain: small or big-block Chevy, 4-speed or auto trans  
Chassis: ladder-type; 63-82 Corvette  
Suspension: Front: '84-'87 Corvette  
Rear: Corvette independent  
Base price: \$14,900, Rolling Chassis \$23,000, Turn-key \$42,000

D&D Corvette, Dept. KC01, 1985 Manchester Rd., Akron, OH 44314, 216/745-2544

26) DECUIR COBRA

Length: 156.5 in  
Width: 71 in  
Height: 48 in  
Wheelbase: 91 in  
Weight: n/a  
Drivetrain: Ford or Chevy V8  
Chassis: spaceframe  
Suspension: Front: custom tubular  
Rear: custom independent with Ford T-Bird differential  
Base price: Kit \$25,000, Turn-key \$40,000

DeCuir Motor Co., Inc., Dept. KC01, 1525 Third St., Ste. H, Riverside, CA 92507, 714/276-9843

Length: 52 in  
Wheelbase: 90 in  
Weight: 2430 lbs  
Drivetrain: Ford V8  
Chassis: modified ladder-type  
Suspension: Front: upper/lower alloy A-arms  
Rear: Corvette  
Base price: call for quote, Turn-key: call for quote

Pro Am Parts & Accessories, Dept. KC01, 6126 Richmond Rd., Houston, TX 77057, 800/847-5712

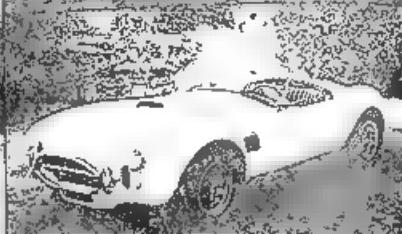
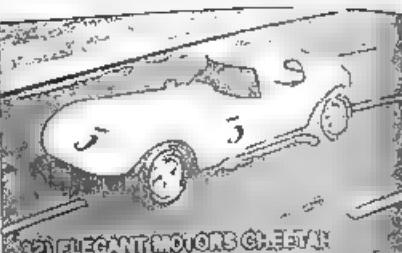
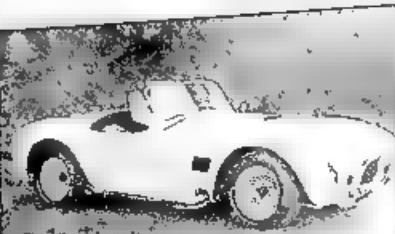
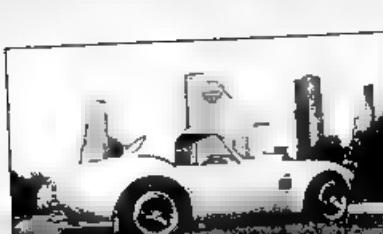
25) D&D GRAND SPORT REPLICA

Length: 172.8 in  
Width: 72 in  
Height: 47.5 in  
Wheelbase: 98 in  
Weight: 2,000 lbs  
Drivetrain: small or big-block Chevy, 4-speed or auto trans  
Chassis: ladder-type; 63-82 Corvette  
Suspension: Front: '84-'87 Corvette  
Rear: Corvette independent  
Base price: \$14,900, Rolling Chassis \$23,000, Turn-key \$42,000

D&D Corvette, Dept. KC01, 1985 Manchester Rd., Akron, OH 44314, 216/745-2544

26) DECUIR COBRA

Length: 156.5 in  
Width: 71 in  
Height: 48 in  
Wheelbase: 91 in  
Weight: n/a  
Drivetrain: Ford or Chevy V8  
Chassis: spaceframe  
Suspension: Front: custom tubular  
Rear: custom independent with Ford



**28) D&D GRAND SPORT REPLICA**

**30) EAE/GT**  
Length: 164 in  
Width: 78 in  
Height: 42 in  
Wheelbase: 98.4 in  
Weight: 3000 lbs  
Drivetrain: transverse V8  
Chassis: semi-monocoque  
Suspension: Front: fabricated A-arms with coil-overs  
Rear: Fiero subframe  
Base price: Kit \$16,950

**Easton Armstrong Engineering, Dept. KC01, P.O. Box 801501, Houston, TX 77280-1501, 909/944-2401**

#### **31) ELEGANT MOTORS ATTACK ROADSTER**

Length: 168 in  
Width: 72 in  
Height: 49 in  
Wheelbase: 98 in  
Weight: 2900 lbs  
Drivetrain: Corvette  
Chassis: Corvette  
Suspension: Corvette  
Base price: Kit \$12,000  
Rolling Chassis \$18,000. Turn-key \$40,000

#### **32) ELEGANT MOTORS CHEETAH**

Length: 137 in (or 145 in)  
Width: 70 in  
Height: 43 in  
Wheelbase: 90 in (or 98 in)  
Weight: 2500 lbs  
Drivetrain: Corvette  
Chassis: ladder-type Corvette  
Suspension: Corvette  
Base price: Kit \$10,000. Rolling Chassis \$15,000. Turn-key \$60,000

#### **33) ELEGANT MOTORS COBRA**

Length: 160 in  
Width: 72 in  
Height: 50 in  
Wheelbase: 90 in  
Weight: 2600 lbs  
Drivetrain: Ford or GM  
Chassis: ladder-type Corvette  
Suspension: Front: Mustang II; Jaguar, Corvette  
Rear: Ford live axle; Corvette/Jaguar  
Base price: Kit \$6500, Rolling Chassis \$12,500, Turn-key \$30,000

#### **34) ELEGANT MOTORS MAGNA S**

Length: 168 in  
Width: 80 in  
Height: 43 in  
Wheelbase: 99 in  
Weight: 3200 lbs



**DriveTrain: GM or V12 Jaguar**  
Chassis: spaceframe  
Suspension: late-model Corvette  
Base price: Kit \$5995, Rolling Chassis \$17,995, Turn-Key \$60,000

**Elegant Motors, Dept. KC01, P.O. Box 30168, Indianapolis, IN 46230, 317/253-9898**

#### **35) ERA 427SC COBRA**

Length: 156 in  
Width: 68 in  
Height: 49 in  
Wheelbase: 90 in  
Weight: 2550 lbs  
Drivetrain: Ford V8  
Chassis: ladder-type with X-brace  
Suspension: Front: custom upper/lower control arms  
Rear: Jaguar independent  
Base price: Kit \$17,900. Rolling Chassis under \$25,000. Turn-key \$41,000

#### **36) ERA GT MK I**

Length: 165 in  
Width: 70 in  
Height: 40.5 in  
Wheelbase: 95 in  
Weight: 2400 lbs  
Drivetrain: small-block Ford with ZF transaxle  
Chassis: monocoque  
Suspension: Front: custom A-arms  
Rear: custom independent  
Base price: Kit \$49,900, Rolling Chassis \$65,900, Turn-Key \$119,000

**Era Replica Automobiles, Dept. KC01, 608-612 E. Main St., New Britain, CT 06051, 203/224-0253, 203/229-7968**

#### **37) EURO-WORKS MIRAGE S**

Length: 168 in  
Width: 80 in  
Height: 43 in  
Wheelbase: 98.5 in  
Weight: 2200 lbs



**DriveTrain: V8**  
Chassis: spaceframe semi-monocoque: Fiero donor  
Suspension: Front: late-model Corvette/Fiero  
Rear: custom live axle or independent, Fiero K member  
Base price: Kit \$4995. Turn-Key: call for quote

**Euro-Works, Dept. KC01, 2106 Patricia Dr., Kettering, OH 45429, 513/293-6834**

#### **38) EVERETT-MORRISON COBRA 427 SC**

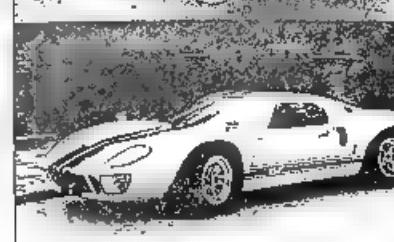
Length: 157 in  
Width: 71.5 in  
Height: 52 in  
Wheelbase: 90 in  
Weight: 2500 lbs  
DriveTrain: Ford V8  
Chassis: ladder-type with X-brace  
Suspension: Front: custom upper/lower control arms  
Rear: 8.8- or 9-inch Ford live axle; Corvette or Jaguar independent  
Base price: Kit \$14,654, Turn-key \$31,640

**Everett-Morrison Motorcars, Dept. KC01, 5137 W. Clifton St., Tampa, FL 33634, 813/887-5885**

#### **39) ROSSI 9000**

Length: 175.5 in  
Width: 77.4 in  
Height: 44.7 in  
Wheelbase: 100.65 in  
Weight: 3050 lbs  
DriveTrain: LT1 Chevy  
Chassis: modified Fiero  
Suspension: modified Fiero  
Base price: Kit \$6800, Turn-key: \$53,000

**Exclusive Motor Cars, Dept. KC01, 10400 Milford Dr., Richmond, British Columbia, Canada, V7A4J7, 604/272-7919**



**40) EXOTIC ENTERPRISES 5000 GT**  
Length: 165.4 in  
Width: 83 in  
Height: 41-43 in  
Wheelbase: 93.4 in  
Weight: 2600 lbs  
DriveTrain: L4, V6, or V8 LT1  
Chassis: Fiero  
Suspension: Fiero  
Base price: Kit \$4999. Rolling Chassis \$16,000 Turn-key \$29,000

**Exotic Enterprises, Dept. KC01, 459 Madel ne Ave., Garfield, NJ 07026, 201/956-7570**

#### **41) FERRET**

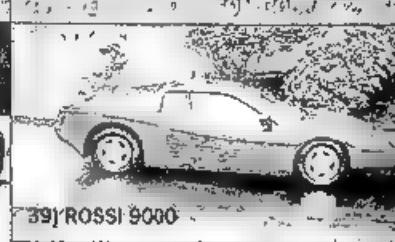
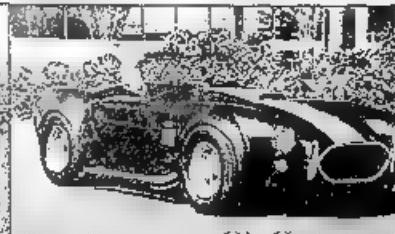
Length: 171 in  
Width: 67 in  
Height: 44 in  
Wheelbase: 101 in  
DriveTrain: 300hp 5.7L Chevy  
Suspension: Front: custom racing-type  
Rear: GM X-Body  
Base price: Turn-Key: \$35,000

**Ferret Corp., Dept. KC01, 257 E. 32nd St., Holland, MI 49423, 616/392-4909**

#### **42) FIBERFAB COBRA**

Length: 160.5 in  
Width: 69 in  
Height: 46 in  
Wheelbase: 90 in  
Weight: 2400 lbs  
DriveTrain: 302 Ford, Renault 5-speed transaxle  
Chassis: spaceframe  
Suspension: Front: GTD  
Rear: custom-built by GTD  
Base price: Kit \$43,000 less tires and motor

**Gt Development, Dept. KC01, 15 Balena Close, Creekmoor Trading Estate, Poole Dorset BH177DB, England, 0202 694861, fax 0202 604684**



**43) FCA 427SC**  
Length: 153 in  
Width: 71 in  
Height: 47 in  
Wheelbase: 90 in  
Weight: 2150 lbs  
DriveTrain: Ford or Chevy  
Chassis: ladder-type  
Suspension: Front: Mustang II with coil-overs  
Rear: Ford live axle; Corvette independent  
Base price: Kit \$7995. Rolling Chassis \$12,995, Turn-key \$26,395

**Hardy Motors, Dept. KC01, 166 N Broad St., Mooresville, NC 28115, 704/663-3930**

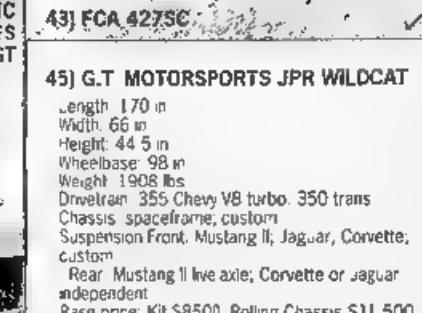
#### **47) HARRIS SRT 9000**

Custom spaceframe or late-model Corvette or Fiero

Base price: call for quote

**Harris Engineering, Dept. KC01, P.O. Box 885192, San Francisco, CA 94188, 415/469-8966, 505/473-4777**

**48) HERITAGE COBRA**  
Length: 165 in  
Width: 72 in  
Height: 42 in  
Wheelbase: 90 in  
Weight: 2380 lbs  
DriveTrain: small- or big-block Ford or Chevy  
Chassis: K & X-braced rectangular tube  
Suspension: Front: tubular A-arm  
Rear: 9-inch narrowed with coil-overs  
Base price: Kit \$9950. Turn-key: \$32,000



**45) GT MOTOSPORTS JPR WILDCAT**  
Length: 170 in  
Width: 66 in  
Height: 44.5 in  
Wheelbase: 98 in  
Weight: 1908 lbs  
DriveTrain: 355 Chevy V8 turbo, 350 trans  
Chassis: spaceframe; custom  
Suspension: Front: Mustang II; Jaguar, Corvette; custom  
Rear: Mustang II live axle; Corvette or Jaguar independent  
Base price: Kit \$8500. Rolling Chassis \$11,500. Turn-Key \$20,000

**GT Motorsports, Dept. KC01, 6893 Root Rd., North Ridgeville, OH 44039, 216/327-6451**

**46) HARDY MOTORS GTD40 MK I & MK II**  
Length: 164.5 in  
Width: 70 in  
Height: 40.5 in  
Wheelbase: 95 in  
Weight: 2250 lbs  
DriveTrain: 302 Ford Renault 5-speed transaxle  
Chassis: custom spaceframe  
Suspension: Front: custom A-arm  
Rear: custom independent  
Base price: Kit \$44,000, Turn-Key: \$79,500

**Hardy Motors, Dept. KC01, 166 N Broad St., Mooresville, NC 28115, 704/663-3930**

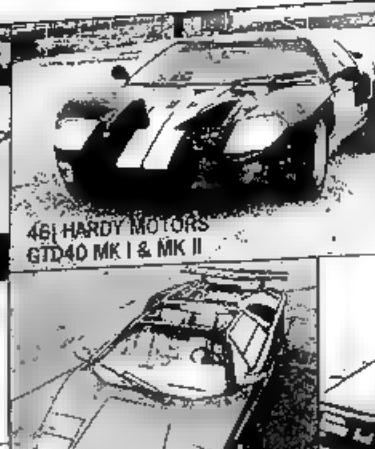
**47) HARRIS SRT 9000**  
Custom spaceframe or late-model Corvette or Fiero

Base price: call for quote

**48) HERITAGE COBRA**  
Length: 165 in  
Width: 72 in  
Height: 42 in  
Wheelbase: 90 in  
Weight: 2380 lbs  
DriveTrain: small- or big-block Ford or Chevy  
Chassis: K & X-braced rectangular tube  
Suspension: Front: tubular A-arm  
Rear: 9-inch narrowed with coil-overs  
Base price: Kit \$9950. Turn-key: \$32,000



44) GTD40 MK I &amp; MK II



45) G.T. MOTORSPORTS JPR WILDCAT

46) HARDY MOTORS  
GTD40 MK I & MK II

48) HERITAGE COBRA

49) HERITAGE SAETTA

Length: 170 in  
Width: 79 in  
Height: 42 in  
Wheelbase: 98 in  
Weight: 2450 lbs  
Drivetrain: small-block Chevy V8  
Chassis: spaceframe for custom or Fiero components, stretched Fiero with stock Fiero suspension  
Base price: Kit \$6500

**Heritage Automotive & Fiberglass Replicar Bodies Ltd.**, Dept. KC01, 14141 S. Harrison, Posen, IL 60469, 708/385-0031

50) HI-TECH 427

Length: 157 in  
Width: 70 in  
Height: 47 in  
Wheelbase: 90 in  
Weight: 2590 lbs  
Drivetrain: big-block V8  
Chassis: ladder-type, 4-inch round tube  
Suspension Front: independent coilovers  
Rear: independent coilovers, 9-inch Ford, or Salisbury center section  
Base price: fiberglass body, fiberglass interior panels, and fenderwell panels Kit: \$20,925, Rolling Chassis \$27,900, Turn-key \$49,900

51) HI-TECH 427 S/C Q.

(Same as 427)  
Weight: 2590  
Base price: fiberglass body, aluminum interior panels, and fenderwell panels Kit: \$27,925, Rolling Chassis \$34,900, Turn-key \$58,900

52) HI-TECH COMP 427A

(Same as 427)  
Weight: 2490  
Base price: aluminum body, aluminum interior panels, and fenderwell panels Kit: \$49,925, Rolling Chassis \$56,900, Turn-key \$89,000

53) HI-TECH REPLICA 289G FIA

Length: 156 in  
Width: 66 in  
Height: 47 in  
Wheelbase: 90 in  
Weight: 2300 lbs  
Drivetrain: small-block V8  
Chassis: ladder-type, 3-inch round tube  
Suspension Front: independent leaf spring  
Rear: independent leaf spring, 9-inch Ford, or Salisbury center section  
Base price: fiberglass body, aluminum interior panels, and fenderwell panels Kit: \$26,900, Rolling Chassis \$34,900, Turn-key \$49,900

54) HI-TECH REPLICA 289A FIA

(Same as 289G FIA)  
Weight: 2200 lbs  
Base price: aluminum body, aluminum interior

panels, and fenderwell panels) Kit \$48,900.  
Rolling Chassis \$56,900, Turn-key \$80,000

**Hi-Tech Motoreports, Inc.**, Dept. KC01, 7901 E. Pierce St. #C Scottsdale, AZ 85257, 602/990-2442

55) IFG INTERCEPTOR 25TH

Length: 165.4 in  
Width: 78.7 in  
Height: 42.1 in  
Wheelbase: 98.5 in  
Weight: 2600 lbs  
Drivetrain: Fiero V6 (optional turbo)  
Chassis: modified Fiero  
Suspension: Fiero  
Base price: Kit \$6900, Turn-key \$35,000

56) IFG INTERCEPTOR 5000

Length: 164 in  
Width: 84.2 in  
Height: 42.5 in  
Wheelbase: 93.5 in  
Weight: 2600 lbs  
Drivetrain: Fiero V6 (optional turbo)  
Chassis: modified Fiero  
Suspension: Fiero  
Base price: Kit \$4900, Turn-key \$26,500

**Imaginary Fiberglass**, Dept. KC01, 15740 El Prado Rd., Chino, CA 91710, 909/597-4.10

57) INTEGRITY 427 COBRA

Length: 152 in  
Width: 68 in  
Height: n/a  
Wheelbase: 90 in  
Weight: 2400 lbs  
Drivetrain: 351/427 Ford  
Chassis: spaceframe  
Suspension: Jaguar or Corvette  
Base price: Kit \$9995, Rolling Chassis \$27,495  
Turn-key \$45,000

58) INTEGRITY KVA GT40 MK I

Length: 158.6 in  
Width: 70 in  
Height: 40.5 in  
Wheelbase: 95 in  
Weight: 2000 lbs  
Drivetrain: 302/351 with Porsche 915 transaxle  
Chassis: spaceframe  
Suspension Front: Corvette, custom control arms  
Rear: Corvette independent, custom Corvette  
Base price: Kit \$21,995, Rolling Chassis \$34,995, Turn-key \$64,995



50) HI-TECH 427



**Integrity Coach Werks, Inc.**, Dept. KC01, 2802 S.E. Monroe St., Stuart, FL 34997, 407/288-0068

59) J.A.C. 427

Length: .65 in  
Width: 70 in  
Height: 46 in  
Wheelbase: 94.5 in  
Weight: 2350  
Drivetrain: Ford 5.0L fuel-injected V8 H.O.  
Chassis: square tube, ladder-type  
Suspension Front: custom Ford Mustang tubular A-arm  
Rear: Ford 9-inch live axle, 4-link  
Base price: n/a Turn-key \$49,814

**J.A.C. Milwaukee, Ltd.**, Dept. KC01, 1800 S. 108th St., Milwaukee, WI 53214, 414/771-7172, fax 414/771-7855

60) JCF 289 &amp; 427SC

Length: 151.5 in  
Width: 52.5 or 58 in  
Height: 49 in  
Wheelbase: 90 in  
Weight: 2000 or 2140 lbs  
Drivetrain: Ford V8  
Chassis: rectangular tube, ladder-type  
Suspension Front: Mustang II  
Rear: 9-inch Ford  
Base price: Kit \$4300

**John's Custom Fabrication**, Dept. KC01, 1515 Newmark Ave., Coos Bay, OR 97420, 503/888-9313

61) JOHNEX 427SC COBRA

Length: 156 in  
Width: 68 in  
Height: 49 in  
Wheelbase: 95 in  
Weight: 2750 lbs  
Drivetrain: Ford  
Chassis: ladder-type  
Suspension Front: custom tubular



52) HI-TECH COMP 427



53) HANNS SKT 9000



54) HI-TECH NEPTUNE 289A FIA



55) IFG INTERCEPTOR 25TH



56) IFG INTERCEPTOR 5000



57) INTEGRITY 427 COBRA



58) INTEGRITY KVA GT40 MK I



59) JCF 289 &amp; 427SC



60) MARAUDER BR-X



61) MARAUDER CHEVRON B-16 &amp; LOLA REPLICAS



62) KEYSTONE SC 427



63) LA EXOTICS COBRA



64) MC 427 COBRA



65) LS 427



66) MARAUDER MCLAREN



67) MARAUDER COUNTACH



68) MARAUDER BR-X



69) MARAUDER CHEVRON B-16 &amp; LOLA REPLICAS



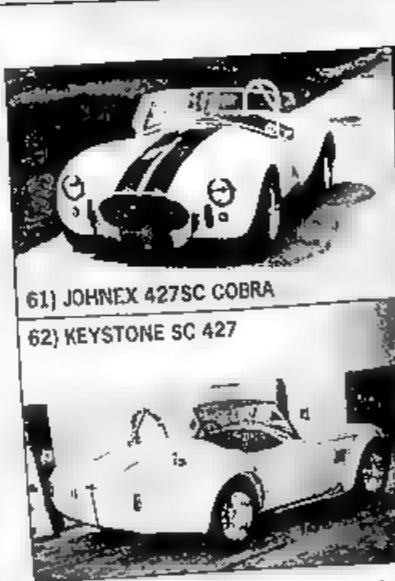
70) MARAUDER MCLAREN



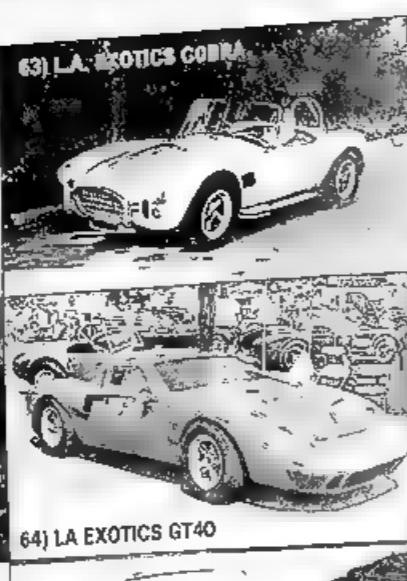
71) MARAUDER MKX COUNTACH



72) MAXTON ROLLERSKATE



61) JOHNEX 427SC COBRA



62) KEYSTONE SC 427

66) MC  
427 COBRA

Maxton Concessions Ltd., Dept.  
KC01, 3774 S. Lipan St., Englewood, CO  
80110, 303/781 1945

## 73) MID-AMERICA GRAND SPORT II

Length: 170 in  
Width: 71 in  
Height: 48 in (coupe)  
Wheelbase: 98 in  
Weight: 2500 lbs (coupe); 2300 lbs (roadster)  
Drivetrain: Chevy V8  
Chassis: custom; Corvette  
Suspension: Corvette

Mid-America Industries, Inc., Dept.  
KC01, 1519 E. 1st Ave., Milan, IL 61264,  
309/787-5119

## 74) MIDSTATES COBRA

Length: 157 in  
Width: 72 in  
Height: 45 in  
Wheelbase: 90 in  
Weight: 2200-2600 lbs  
Drivetrain: Ford or Chevy, others available  
Chassis: ladder-type; Herb Adams VSE backbone  
Suspension Front: Mustang II; Jaguar, Corvette;  
custom tubular  
Rear: Ford 9-inch live axle; Corvette, Jaguar  
Thunderbird, or Halibrand independent  
Base price: Kit \$15,000, Turn-key \$35,000

Midstates Classic Cars & Parts, Dept.  
KC01, P.O. Box 427, 825 W. Grant,  
Hooper, NE 68031, 402/654-2772, fax  
402/654-2332

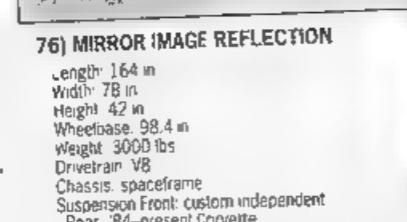
## 75) LEMANS 427

Length: 166 in  
Width: 73.5 in  
Height: 45 in  
Wheelbase: 94 in  
Weight: 2712 lbs  
Drivetrain: Ford or Chevy V8  
Chassis: ladder-type  
Suspension Front: Mustang II  
Rear: Ford 8.8 live axle  
Base price: Kit \$12,500, Turn-key \$35,000

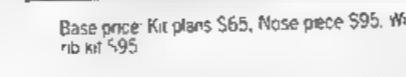
Modern Classics, Inc., Dept. KC01,  
2980 Cobb Pkwy., #192230, Atlanta, GA  
30339, 404/926-8827

68) MARAUDER CHEVRON  
B-16 REP. ICA

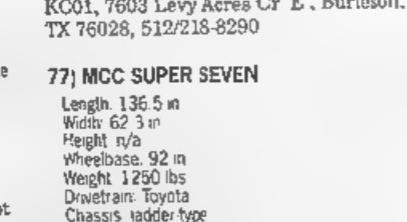
71) MARAUDER COUNTACH



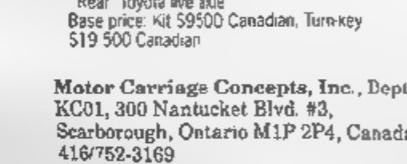
72) MAXTON ROLLERSKATE



74) MIDSTATES COBRA



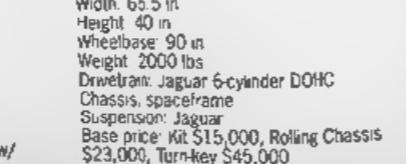
75) LEMANS 427



76) MIRROR IMAGE REFLECTION



77) MCC SUPER SEVEN



78) ND KITS FORMULA



79) NEREIA



80) PREDATOR D-TYPE



81) PREDATOR D-TYPE



82) SC COBRA



83) SHELL VALLEY COBRA



84) SMUGGLER COBRA 5.0



85) SR V8



86) SR V12



87) SPORTECH ROADSTER



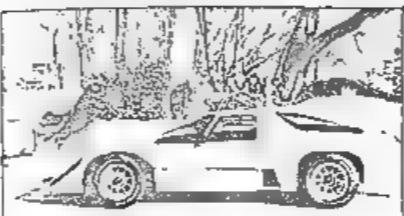
88) SSZ STRADELLE



89) TIME MACHINE 659 SPEEDSTER



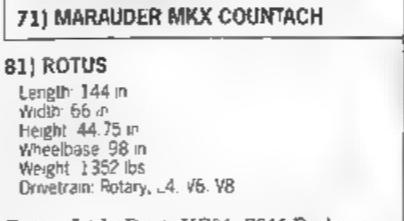
90) TIME MACHINE STARFIGHTER



70) MARAUDER MCLAREN



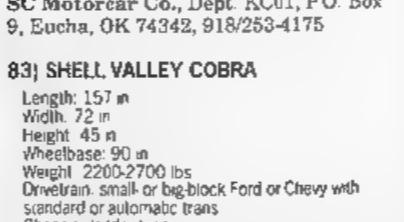
71) MARAUDER MKX COUNTACH



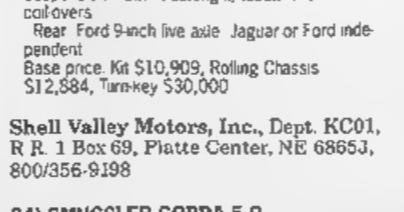
72) MAXTON ROLLERSKATE



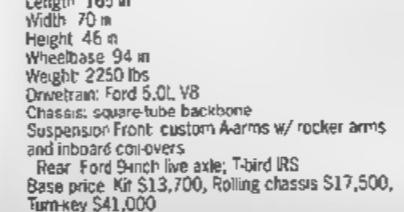
73) M-AMERICA GRAND SPORT II



74) MIDSTATES COBRA



75) LEMANS 427



76) MIRROR IMAGE REFLECTION



77) MCC SUPER SEVEN



78) ND KITS FORMULA



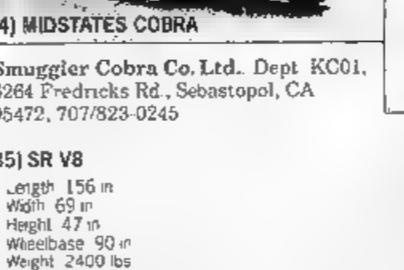
79) NEREIA



80) PREDATOR D-TYPE



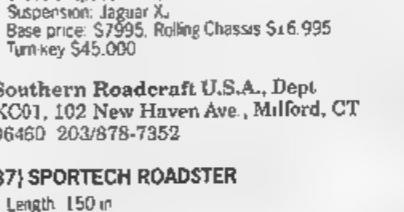
81) PREDATOR D-TYPE



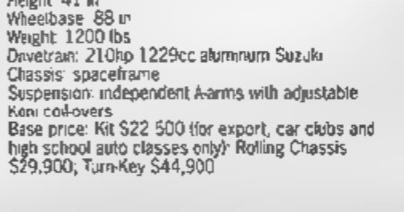
82) SC COBRA



83) SHELL VALLEY COBRA



84) SMUGGLER COBRA 5.0



85) SR V8



86) SR V12



87) SPORTECH ROADSTER



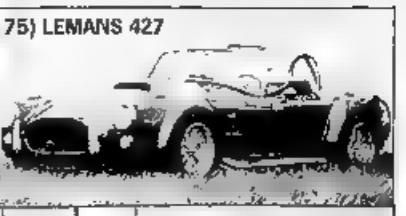
88) SSZ STRADELLE



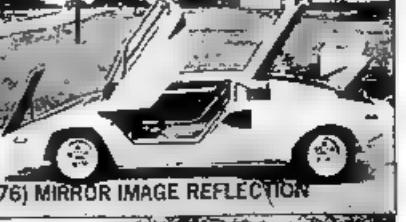
89) TIME MACHINE 659 SPEEDSTER



90) TIME MACHINE STARFIGHTER



71) MARAUDER COUNTACH



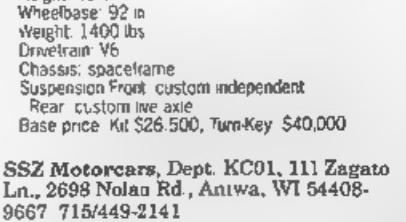
72) MAXTON ROLLERSKATE



73) M-AMERICA GRAND SPORT II



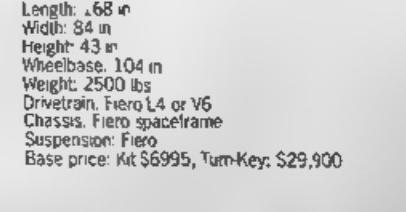
74) MIDSTATES COBRA



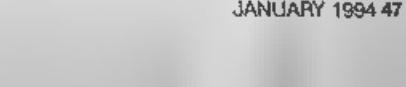
75) LEMANS 427



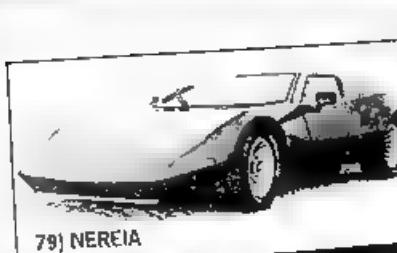
76) MIRROR IMAGE REFLECTION



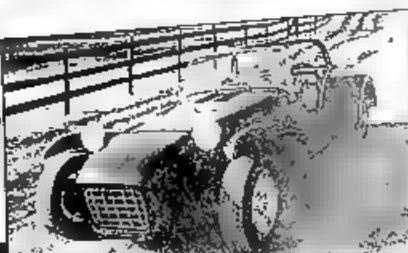
77) MCC SUPER SEVEN



78) ND KITS FORMULA



79) NEREIA



81) ROTUS



82) SC COBRA



83) SHELL VALLEY COBRA



84) SMUGLER COBRA 5.0



85) TIME MACHINE F59 SPEEDSTER



86) VSE JACKRABBIT



87) SSZ STRADEL



88) VSE BY HERB ADAMS COBRA CHASSIS



89) VSE JACKRABBIT



90) VSE JACKRABBIT



91) ULTRA/SIENNA 500



92) UNIQUE 427SC COBRA



93) UNIQUE 289 FIA COBRA



94) VSE BY HERB ADAMS COBRA CHASSIS



95) VSE JACKRABBIT



96) WARP FIVE MANTA G



97) WARP FIVE MONTAGE



98) WEST COAST COBRA



99) VSE JACKRABBIT



100) HIGHLAND SPORTS WESTFIELD SEIGHT



101) SCORPION S.S.



102) VSE JACKRABBIT



103) VSE JACKRABBIT



104) VSE JACKRABBIT



105) VSE JACKRABBIT



106) VSE JACKRABBIT



107) VSE JACKRABBIT



108) VSE JACKRABBIT



109) VSE JACKRABBIT



110) VSE JACKRABBIT



111) VSE JACKRABBIT



112) VSE JACKRABBIT



113) VSE JACKRABBIT



114) VSE JACKRABBIT



115) VSE JACKRABBIT



116) VSE JACKRABBIT



117) VSE JACKRABBIT



118) VSE JACKRABBIT



119) VSE JACKRABBIT



120) VSE JACKRABBIT



121) VSE JACKRABBIT



122) VSE JACKRABBIT



123) VSE JACKRABBIT



124) VSE JACKRABBIT



125) VSE JACKRABBIT



126) VSE JACKRABBIT



127) VSE JACKRABBIT



128) VSE JACKRABBIT



129) VSE JACKRABBIT



130) VSE JACKRABBIT



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137) VSE JACKRABBIT



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141) VSE JACKRABBIT



142) VSE JACKRABBIT



143) VSE JACKRABBIT



144) VSE JACKRABBIT



145) VSE JACKRABBIT



146) VSE JACKRABBIT



147) VSE JACKRABBIT



148) VSE JACKRABBIT



149) VSE JACKRABBIT



150) VSE JACKRABBIT



151) VSE JACKRABBIT



152) VSE JACKRABBIT



153) VSE JACKRABBIT



154) VSE JACKRABBIT



155) VSE JACKRABBIT



156) VSE JACKRABBIT



157) VSE JACKRABBIT



158) VSE JACKRABBIT



159) VSE JACKRABBIT



160) VSE JACKRABBIT



161) VSE JACKRABBIT



162) VSE JACKRABBIT



163) VSE JACKRABBIT



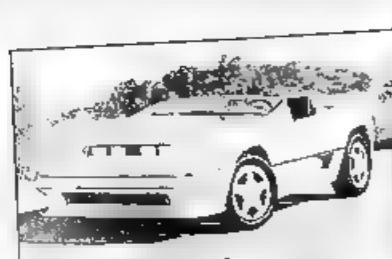
164) VSE JACKRABBIT



165) VSE JACKRABBIT



166) VSE JACKRABBIT



95) VSE JACKRABBIT



Weight 2600 lbs  
Drivetrain: GM V6 or V8 w/ Fiero or Porsche transaxle  
Chassis: custom spaceframe  
Suspension: Front: Fiero or custom  
Rear: Fiero or custom  
Base price: Rolling Chassis \$15,000

White Horse Co., Dept. KC01, 73  
Featherbed Ln., Flemington, NJ 08822,  
908/782-5636

## REBODIES & REPOWERS

### 102) AEROFORM MUSTANG GFX

More than 60 ground-effects kits are available for import and domestic automobiles  
Base price: Kit \$1099

Aeroform, Dept. KC01, 6300 St. John  
Ave., Kansas City, MO 64123,  
816/241-9711

### 103) AIR DYNAMICS WRATH II

Length: 179 in  
Width: 78.5 in  
Height: 46 in  
Wheelbase: 100 in  
Weight: 2750 lbs  
Drivetrain: mid-engine  
Chassis: spaceframe w/ Fiero or Corvette cockpit  
Suspension: Front: Kugel  
Rear: race-type independent with coil-overs  
Base price: Kit \$18,500, Rolling Chassis \$48,500,  
Turn-key \$100,000

Air Dynamics, Dept. KC01, P.O. Box 34,  
Conasauga, TN 37316, 706/328-3160

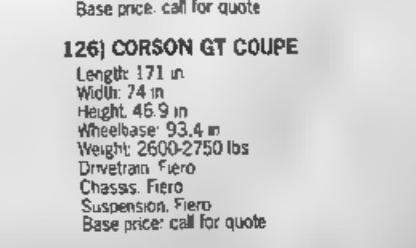
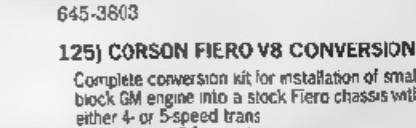
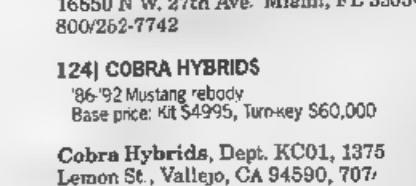
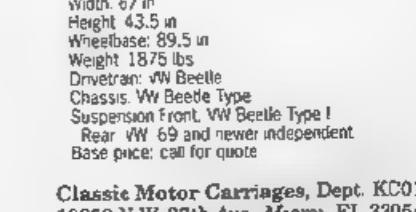
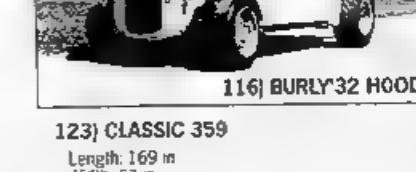
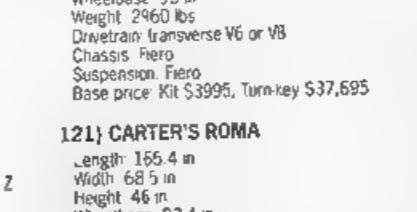
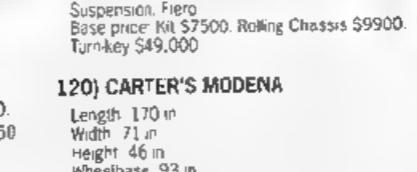
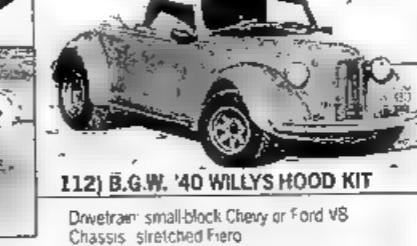
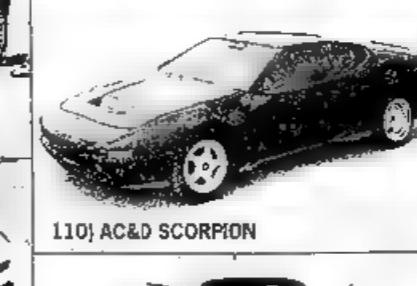
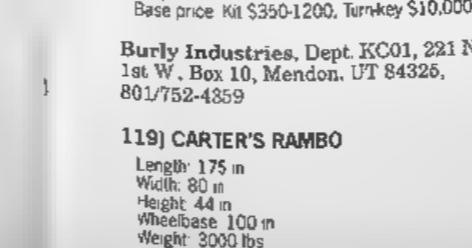
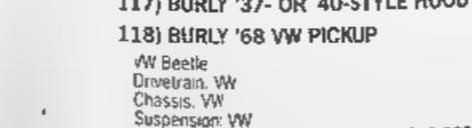
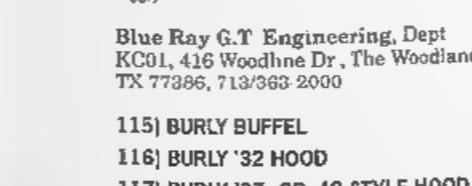
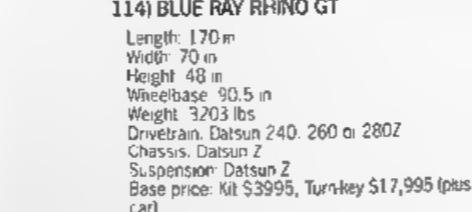
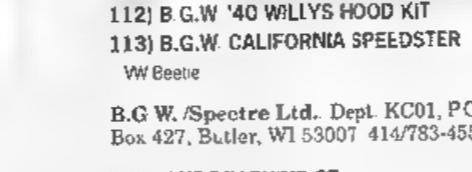
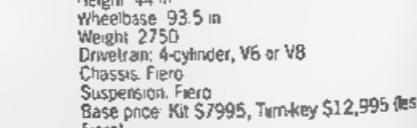
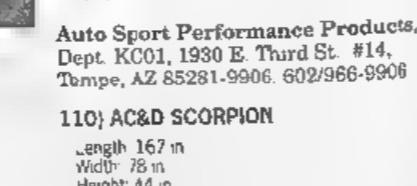
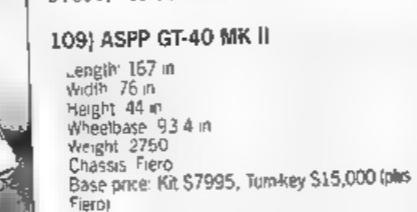
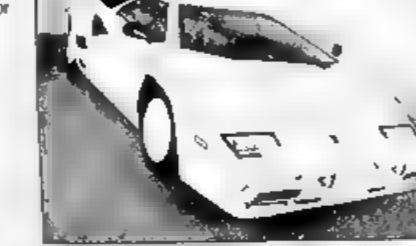
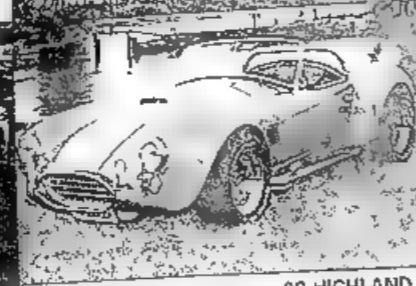
### 104) ALDINO

Pontiac Fiero

Aldino Car Co., Dept. KC01, P.O. Box  
678, Brookfield, WI 53008-0678,  
414/581-5251

### 105) ARCHER RENAULT R5 TURBO

Length: 144 in  
Width: 64 in  
Height: 55 in  
Wheelbase: 94.7 in  
Weight: 319 lbs  
Drivetrain: Renault 1.3L





117) BURLY '37 OR '40-STYLE HOOD



118) VW PICKUP

127) CORSON SPYDER  
Same specs as coupe  
Base price: call for quoteCorson Motorcar Co., Dept. KC01,  
P.O. Box 41396, Phoenix, AZ 85080,  
602/375-2544

128) CTC PANZER

Length: 168.9 in  
Width: 76 in  
Height: 52 in  
Wheelbase: 94.5 in  
Weight: 1400 lbs  
Drivetrain: VW Beetle  
Chassis: VW  
Suspension: Front: VW Beetle  
Rear: VW independent  
Base price: call for quote

CTC Co., Panzer Motor Car Div., Dept.  
KC01, P.O. Box 1677, San Leandro, CA  
94577, 510/426-6881

129) CULEBRA DIAVALO

Length: 164 in  
Width: 75 in  
Height: 46 in  
Wheelbase: 93.4 in  
Weight: 2900 lbs  
Drivetrain: Fiero V6 or GM V8  
Chassis: Fiero  
Suspension: Fiero  
Base price: Kit \$10,000, Turn-key \$35,000-  
60,000

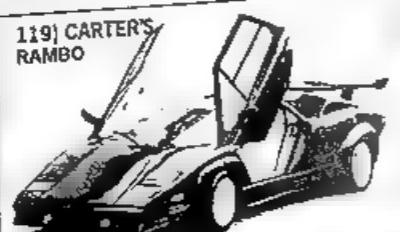
130) CORVETTE CULEBRA

Length: 178 in  
Width: 86 in  
Height: 45 in  
Wheelbase: 96.2 in  
Weight: 3400 lbs  
Drivetrain: stock Corvette  
Chassis: Corvette  
Suspension: Corvette  
Base price: Kit \$7500 Turnkey \$22,500

Culebra International, Ltd., Dept.  
KC01, 15011 S.E. 49th St., Bellevue, WA  
98006, 206/828-3906

131) DENEVY WOLF 917K

Length: 170 in  
Width: 77 in  
Height: 42 in  
Wheelbase: 94.5 in  
Weight: 59 in  
Drivetrain: VW  
Chassis: VW 2-door sedan or Karman Ghia  
Suspension: VW  
Base price: Kit \$4995, Turn-key \$19,650

Denevy Manufacturing, Dept. KC01,  
Box 764, Erin, Ontario N0B 1T0, Canada,  
519/833-2236

132) DOMINO CALIFORNIA ROADSTER

Length: 156 in  
Width: 68 in  
Height: 50 in  
Wheelbase: 94.5 in  
Weight: n/a  
Drivetrain: VW  
Chassis: VW  
Suspension: VW  
Base price: Kit \$2959

133) DOMINO EURO X 1/9

Drivetrain: Fiat X 1/9  
Chassis: Fiat  
Suspension: Fiat  
Base price: Kit \$1495

134) DOMINO MINI COOPER

Length: 120 in  
Width: 53 in  
Height: 44 in  
Wheelbase: 80 in  
Weight: 1250 lbs  
Drivetrain: Mini Cooper Geo  
Chassis: Mini  
Suspension: Mini independent  
Base price: Kit \$3995, Rolling Chassis \$5995

135) DOMINO NINJA MIN

Length: 120 in  
Width: 53 in  
Height: 42 in  
Wheelbase: 80 in  
Weight: 850 lbs  
Drivetrain: mid-engine motorcycle  
Chassis: spaceframe, custom  
Suspension: Domino independent  
Base price: Kit \$8995, Rolling Chassis \$12,995

136) DOMINO PIMLICO CABRIO

Length: 120 in  
Width: 53 in  
Height: 44 in  
Wheelbase: 80 in  
Weight: 1250 lbs  
Drivetrain: Mini Cooper, Geo

Chassis: Mini  
Suspension: Mini independent  
Base price: Kit \$3995 Rolling Chassis \$5995

137) DOMINO PUP

Length: 132 in  
Width: 53 in  
Height: 44 in  
Wheelbase: 86 in  
Weight: 1300 lbs  
Drivetrain: Mini Cooper, Geo  
Chassis: Mini  
Suspension: Mini independent  
Base price: Kit \$3495, Rolling Chassis \$5995

138) DOMINO TR40

Triumph TR7 or TR8  
Drivetrain: TR7/TR8 with 4-cylinder V6 or V8  
Chassis: Triumph TR7 or TR8  
Suspension: Triumph TR7 or TR8  
Base price: Kit \$2995

Domino Cars U.S.A., Dept. KC01, 102  
New Haven Ave., Milford, CT 06460,  
203/878-7352139) ELECTRO-AUTOMOTIVE DELUXE  
ELECTRIC CONVERSION KIT

Complete kit suitable for glass- or steel-bodied cars  
with manual trans, no power steering, and a maximum  
curb weight of 2500 lbs  
Base price: \$4100

Electro-Automotive Dept. KC01,  
P.O. Box 1113, Felton, CA 95018,  
408/429-1989140) EURO-MIRAGE CORVETTE  
REBODY'84 and later Corvette  
Base price: Kit \$3500Euro-Works, Dept. KC01, 2106 Patricia  
Dr., Kettering, OH 45429, 513/293-6834  
Info package \$5

141) EXECUTIVE AUTO FERROSA

Length: 167 in  
Width: 80 in  
Height: 46 in  
Wheelbase: 93.4 in  
Weight: 2575 lbs  
Drivetrain: V6 or V8  
Chassis: Fiero  
Suspension: Fiero  
Base price: Kit \$6500, Turnkey \$22,000

Executive Auto Brokers, Inc., Dept.  
KC01, 400 Alameda Dr., Palm Springs,  
FL 33461, 407/439-4344

142) EXOTIC ILLUSIONS EUROSEX 1000

Length: 165.5 in  
Width: 83 in  
Height: 42 in  
Wheelbase: 93.5 in  
Weight: 2600-2700 lbs  
Drivetrain: Fiero L4, V6 or V8  
Chassis: Fiero  
Suspension: Fiero  
Price: Kit \$5500, Turnkey \$30,000-40,000

Exotic Illusions Ltd., Dept. KC01, Rear  
347 Main St., Dickson City, PA 18519,  
717/783-2106

143) FIRE-ROSSA

Length: 192 in  
Width: 67 in  
Height: 49.3 in  
Wheelbase: 89.5 in  
Weight: 1875 lbs  
Drivetrain: VW Beetle  
Chassis: VW Beetle Type I  
Suspension: Front: VW Beetle Type I  
Rear: VW '69 and newer independent  
Base price: call for quote

Exotic Specialty Car Emporium,  
Dept. KC01, 5400 Griffin Rd., Davie, FL  
33314, 305/321-8585 or 305/565-0800

144) FIBER JET SAND HOPPER

Length: 132 in  
Width: 65 in  
Height (rollbar): 48 in  
Wheelbase: 83 in  
Weight: 950 lbs  
Drivetrain: VW

145) FIBER JET PREMIER  
Porsche 914Executive Auto Brokers, Inc., Dept.  
KC01, 400 Alameda Dr., Palm Springs,  
FL 33461, 407/439-4344146) FIBER JET BRAUSSA  
Porsche 914FiberFab, Dept. KC01, 7801 N. Federal  
Hwy., Ste. 150-A, Boca Raton, FL 33487,  
800/328-5671

151) FOCOA ALDEN THOMAS GTO

Length: 174 in  
Width: 74 in  
Height: 46 in  
Wheelbase: 93.4 in  
Weight: 2750 lbs  
Drivetrain: L4, V6 or V8  
Base price: Kit \$4000

Fiber Jet Industries, Inc., Dept. KC01,  
221 W. Ivy St., Roseville, CA 95678,  
916/783-3198

152) FOCOA ENTERRA

Length: 177 in  
Width: 75 in  
Height: 46 in  
Wheelbase: 93.4 in  
Weight: 2800 lbs  
Drivetrain: Fiero L4, V6 or V8  
Base price: Kit \$4000

Fiero Owners Club of America, Dept.  
KC01, 215 N. State College, Orange, CA  
92688, 714/978-3132

153) GLASTECH PIRANA

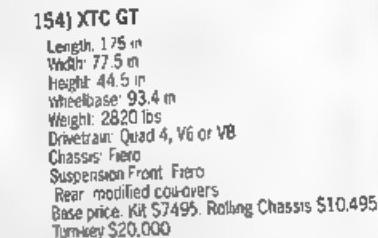
Pontiac Fiero  
Drivetrain: Fiero  
Chassis: Fiero  
Suspension: Fiero  
Base price: Kit \$2995, Turn-key \$9995



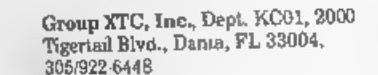


**137) DOMINO PUP**

GlasTech, Dept. KC01, 33 Main St.,  
Harveysburg, OH 45032, 512/897 2470



**154) XTC GT**  
Length: 175 in  
Width: 77.5 in  
Height: 44.5 in  
Wheelbase: 93.4 in  
Weight: 2820 lbs  
Drivetrain: Quad 4, V6 or V8  
Chassis: Fiero  
Suspension: Front: Fiero  
Rear modified couvers  
Base price: Kit \$7495. Rolling Chassis \$10,495.  
Turn-key \$20,000



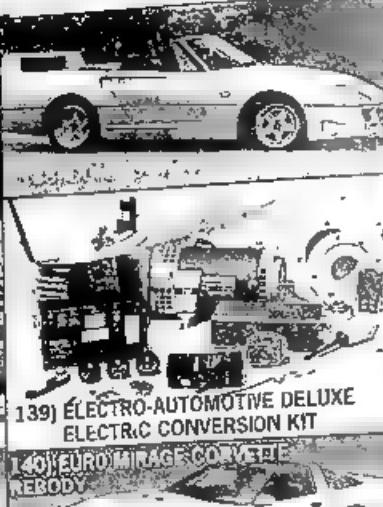
**155) HANDCRAFT GT/2+2**  
Length: 186 in  
Width: 79.5 in  
Height: 47 in  
Wheelbase: 101 in  
Weight: 3300 lbs  
Drivetrain: Camaro/Firebird '82-'92  
Chassis: Camaro/Firebird '82-'92  
Suspension: Camaro/Firebird '82-'92  
Base price: Kit \$3995. Rolling Chassis call for quote. Turn-key call for quote



**156) HERITAGE EVOLUTION**  
Length: 165 in  
Width: 76 in  
Height: 44 in  
Wheelbase: 93.4 in  
Weight: 2750 lbs  
Drivetrain: L4, V6 or V8  
Chassis: Fiero  
Suspension: Fiero  
Base price: Kit \$3995



**157) HERITAGE MAGNUM**  
Length: 170 in  
Width: 74 in  
Height: 44 in  
Wheelbase: 93.4 in  
Weight: 2750 lbs  
Drivetrain: L4, V6 or V8  
Chassis: Fiero  
Suspension: Fiero  
Base price: Kit \$2995



**139) ELECTRO-AUTOMOTIVE DELUXE ELECTRIC CONVERSION KIT**

140) EURO MIRAGE COUPE REBODY



**141) EXECUTIVE AUTO FIERO**

**158) HERITAGE ROSSA**

Length: 171 in  
Width: 79 in  
Height: 44 in  
Wheelbase: 100.5 in  
Weight: 2800 lbs  
Drivetrain: V6 or V8  
Chassis: stretched Fiero  
Suspension: Fiero  
Base price: Kit \$6500

**Heritage Automotive & Fiberglass Replicar Bodies Ltd., Dept. KC01, 14141 S. Harrison, Posen, IL 60469, 708/385-0031**

**159) HYBRID 914, 924, 94**

V6 conversion kit. Specs are for 914 only  
Length: 158 in  
Width: 79 in  
Height: 48 in

Wheelbase: 91 in  
Weight: 2200 lbs

Drivetrain: Buck V6

**Hybrid Cars, Dept. KC01, 5681 Anne Oakley, Las Vegas, NV 89120, 702/451-620**

**160) IFC WIDE BODY**

Length: 169 in  
Width: 69 in

Height: 49 in

Wheelbase: 94.5 in

Weight: 2844 lbs

Drivetrain: Porsche 4-cylinder, 2.5-3L or Renegade

Hybrids 4-3L GM V6 engine conversion

Chassis: '77-'91 Porsche 924 or 944

Suspension: Porsche independent

Base price: Kit \$2495, Turn-key \$25,000

**Infinite Fiberworks Co., Dept. KC01, 51080 S.R. 124, Racine OH 45771, 614/949-2311, Orders 800/YOUR-944**



**143) FIRE-ROSSA**

**144) FIBER JET SAND HOPPER**



**145) FIBER JET PREMIER**

**158) HERITAGE ROSSA**

Length: 171 in  
Width: 79 in  
Height: 44 in  
Wheelbase: 100.5 in  
Weight: 2800 lbs  
Drivetrain: V6 or V8  
Chassis: stretched Fiero  
Suspension: Fiero  
Base price: Kit \$6500

**161) INNOVATIONS 930-VEE**

Length: 170 in  
Width: 69 in  
Height: 64 in  
Wheelbase: 93 in  
Weight: 2500 lbs  
Drivetrain: VW Mazda rotary, V6  
Chassis: VW Beetle  
Suspension: VW Beetle  
Base price: Kit \$1895. Turn-key \$6000

**Innovations in Fiberglass, Dept. KC01, P.O. Box 60642, Phoenix, AZ 85082, 602/377-0104**

**162) IRM FIERO COMPONENTS**

**International Research Motorsports, Dept. KC01, 18100 Cashell Rd., Rockville, MD 20853, 301/948-3301**

**163) JAMES AUCLAIR DENARO**

Length: 169 in  
Width: 69 in  
Height: 46 in  
Wheelbase: 93.4 in  
Weight: 2700 lbs  
Drivetrain: Fiero  
Chassis: Fiero  
Suspension: Fiero  
Base price: Kit \$4700, Turn-key \$15,500

**James Auclair, Dept. KC01, 85 Brook Spring Dr., Warwick, RI 02889, 401/739-8273**



**152) KIELEY EC-1 FIERO**

Length: 162 in  
Width: 75 in  
Height: 47 in  
Wheelbase: 93 in (for 103 in)  
Weight: 2500 lbs or 2650 lbs  
Drivetrain: Quad 4 or V8  
Chassis: Fiero  
Suspension: Front: Fiero  
Rear: custom with V8 Corvette parts  
Base price: Kit \$1500 (rebody/S275 (Quad 4)). Rolling Chassis \$5000. Turn-key \$6000

**150) FIBERFAB 359**

Length: 170 in  
Width: 75 in  
Height: 47 in  
Wheelbase: 93.4 in  
Weight: 2650 lbs  
Drivetrain: Quad 4 or V8  
Chassis: Fiero  
Suspension: Front: Fiero  
Rear: custom with V8 Corvette parts  
Base price: Kit \$1500 (rebody/S275 (Quad 4)). Rolling Chassis \$5000. Turn-key \$6000

**151) FOCOA ALDEN THOMAS GTO**

**164) DOMINATOR GTB**  
'79-'83 Ford Mustang

Base price: Body kit \$3895  
Suspension and engine upgrades also available

**J Bittle Performance, Dept. KC01, 7149 Mission Gorge Rd. #C, San Diego, CA 92120, 619/560-2030**

**165) JCR CALIFORNIA Z**

Length: 173 in  
Width: 69 in  
Height: 50 in  
Wheelbase: 91 in  
Weight: 3203 lbs  
Drivetrain: Datsun Z  
Chassis: Datsun Z  
Suspension: Datsun Z  
Base price: Kit \$3995. Turn-key \$19,995

**Knightt Industries, Dept. KC01, P.O. Box 164, Covington, LA 70434, 504/845-87-6**  
**166) KNIGHT INDUSTRIES GTO**

Length: 179 in  
Width: 75 in  
Height: 45.5 in  
Wheelbase: 101 in  
Weight: 3100 lbs  
Drivetrain: GM  
Chassis: Firebird  
Suspension: Firebird  
Base price: Kit \$3500. Turn-key \$17,000

**167) TOJAN GT**

Firebird/Camaro conversion kit

Base price: Body Kit \$3000. Turn-key with 400hp V8 \$45,000

**168) CARRALO**

Firebird/Camaro conversion kit

Base price: Kit \$4995. Turn-key call for quote

**169) TOJAN GT**

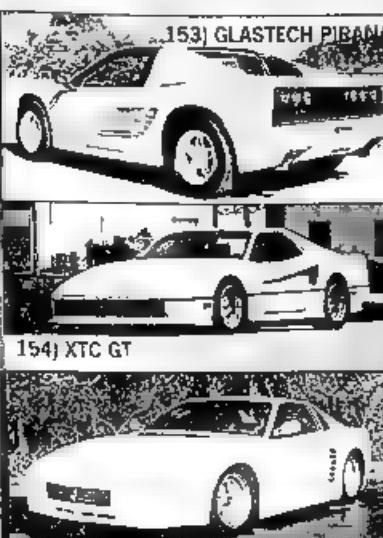
Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote

**170) TOJAN GT**

Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote



**154) XTC GT**

Length: 171 in  
Width: 75 in  
Height: 41 in  
Wheelbase: 92.5 in  
Weight: 1530 lbs  
Drivetrain: 1/2 Lotus twin cam  
Chassis: backbone Lotus  
Suspension: Lotus  
Base price: Kit \$6000. Turn-key \$35,000. call for Rolling Chassis quote

**155) HERITAGE EVOLUTION**

**166) KAMINARI**  
Ground-effects kits for a variety of production cars

**Kaminari, Dept. KC01, 15 Argonaut Aliso Viejo, CA 92656, 800/BUY KITT**

**167) KIELEY EC-1 FIERO**

Length: 162 in  
Width: 75 in  
Height: 47 in  
Wheelbase: 93 in (for 103 in)  
Weight: 2500 lbs or 2650 lbs  
Drivetrain: Quad 4 or V8  
Chassis: Fiero  
Suspension: Front: Fiero  
Rear: custom with V8 Corvette parts  
Base price: Kit \$1500. Turn-key \$6000

**168) KNIGHT INDUSTRIES GTO**

Length: 179 in  
Width: 75 in  
Height: 45.5 in  
Wheelbase: 101 in  
Weight: 3100 lbs  
Drivetrain: GM  
Chassis: Firebird  
Suspension: Firebird  
Base price: Kit \$3500. Turn-key \$17,000

**169) CARRALO**

Firebird/Camaro conversion kit

Base price: Body Kit \$3000. Turn-key with 400hp V8 \$45,000

**170) TOJAN GT**

Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote

**171) LAMINAR CONCEPTS EVOLUTION EUROPA**

Length: 156 in  
Width: 67.5 in  
Height: 41 in  
Wheelbase: 92.5 in  
Weight: 1530 lbs  
Drivetrain: 1/2 Lotus twin cam  
Chassis: backbone Lotus  
Suspension: Lotus  
Base price: Kit \$6000. Turn-key \$35,000. call for Rolling Chassis quote

**Laminar Concepts, Dept. KC01, 172 E Knowlton Rd., Media, PA 19063, 215/566-7947**

**172) MAC'S AUTO BODY FIERO REBODY**

Length: 165 in  
Width: 81 in  
Height: 41 in  
Wheelbase: 93.4 in  
Weight: 2600 lbs  
Drivetrain: Fiero L4, V6 or V8  
Chassis: Fiero  
Suspension: Fiero  
Base price: Kit \$4999. Turn-key \$30,000

**173) MAC'S AUTO BODY FIERO REBODY**

Length: 174 in  
Width: 74 in  
Height: 46 in  
Wheelbase: 93.5 in  
Weight: 2700 lbs  
Drivetrain: Fiero L4, V6 or V8  
Chassis: Fiero  
Suspension: Fiero  
Base price: Kit \$3500. Turn-key \$17,000

**Mac's Auto Body, Dept. KC01, 4427 Maygog Rd., Sarasota, FL 34233, 813/921-4420**

**174) MEGA MONSTER**

Mazda Miata  
Drivetrain: Ford 5.0 V8 to 400hp supercharged 5.0L V8 with Ford T-5  
Suspension: Front: stock  
Rear: Ford Thunderbird independent  
Base price: Body Kit \$3000. Turn-key with 400hp V8 \$45,000

**175) MONSTER MOTORSPORTS**

Monster Motorsports, Dept. KC01, 2312 Vineyard Ave., P.O. Box 461077, Escondido, CA 92046, 619/738-7582

**176) TOJAN GT**

Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote

**177) TOJAN GT**

Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote

**178) HERITAGE ROSSA**

Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote

**179) HERITAGE ROSSA**

Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote

**180) HERITAGE ROSSA**

Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote

**181) HERITAGE ROSSA**

Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote

**182) HERITAGE ROSSA**

Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote

**183) HERITAGE ROSSA**

Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote

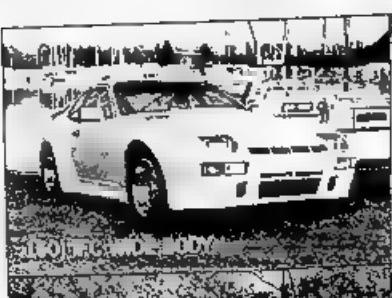
**184) HERITAGE ROSSA**

Firebird conversion kit

Base price: Kit \$4995. Turn-key call for quote

**185) HERITAGE ROSSA**

Firebird conversion kit</p



161) INNOVATIONS 930 VEE

## 175) NETHKEN PALERMO COUPE

Length: 174.75 in  
Width: 75 in  
Height: 45 in  
Wheelbase: 100.15 in  
Weight: 2600 lbs  
Drivetrain: Fiero L4, V6 or turbo; 24V V6, Chevy 350 V8  
Chassis: modified Fiero  
Suspension: Fiero  
Base price: Kit \$9000, Turn-key \$32,000

## 176) NETHKEN PALERMO SPYDER

Length: 178 in  
Width: 76.75 in  
Height: 44.5 in  
Wheelbase: 103.4 in  
Weight: 2900 lbs  
Drivetrain: Fiero L4, V6 or turbo; 24V V6, Chevy 350 V8  
Chassis: modified Fiero  
Suspension: Fiero  
Base price: Kit \$9000, Turn-key \$45,000

Nethken Assoc., Dept. KC01, Rt 1,  
Box 306N, Fisherville, VA 22939,  
703/337 1777

## 177) NORTH AMERICAN ARKLEY SS

Length: 123 in  
Width: 60 in  
Height: 48 in  
Wheelbase: 80 in  
Weight: 3000 lbs  
Drivetrain: MG Midget or Austin Healey Sprite;  
Nissan; Ford 2000; Mazda rotary  
Chassis: MG Midget or A/H Sprite  
Suspension: MG Midget or A/H Sprite  
Base price: Kit \$1295, Rolling Chassis \$2000-  
4000, Turnkey \$5000-9000

North American Arkley, Dept. KC01,  
P.O. Box 18667, Asheville, NC 28814,  
704/252-9509

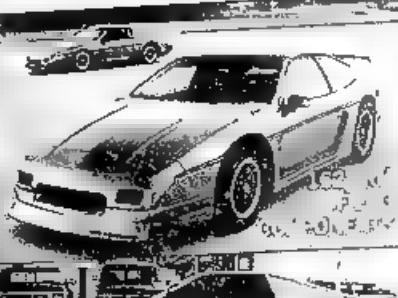
## 178) OEI XJ-V8

V8 conversion kits for Jaguar XJ6 or 12 and  
Types  
Base price: Kit \$340

Oei Enterprises Ltd., Dept. KC01, 241  
Rowayton Ave., Rowayton, CT 06853,  
203/866-2470

## 179) PANGRA

Length: 178 in  
Width: 66 in  
Height: 55 in



163) JAMES AUCLAIR DENARO

## 164) INNOMINA OR GTB

## 165) JCR CALIFORNIA Z

Wheelbase: 94.5 in  
Weight: (2.3L) 2500 lbs  
Drivetrain: Ford Pinto



166) KAMINARI



167) KNIGHT INDUSTRIES LTD.

Rayco, Inc., Dept. KC01, 1710 Delmar  
St. Louis, MO 63103, 314/621 1321

## 183) REDHEAD ROADSTERS CUTE-T

Length: 144 in  
Wheelbase: 94.5 in  
Weight: 1400 lbs  
Drivetrain: VW or electric  
Chassis: platform  
Suspension: Front: VW or Ghia, torsion  
Rear: VW, torsion  
Base price: Kit \$695, Rolling Chassis \$2895,  
Turn-key \$7795

184) REDHEAD ROADSTERS  
DAUPHIN 2+2

Length: 163 in  
Wheelbase: 94.5 in  
Weight: 1550 lbs  
Drivetrain: VW, V6, rotary or electric, 4/5-speed  
or auto  
Chassis: platform  
Suspension: Front: VW or Ghia, torsion  
Rear: VW, torsion  
Base price: Kit \$1995, Rolling Chassis \$3395,  
Turn-key \$7795

185) REDHEAD ROADSTERS  
MACHETTE SPEEDSTER

Length: 140 in  
Width: 68 in  
Height: 48 in  
Wheelbase: 96.5 in  
Weight: 2300 lbs  
Drivetrain: 914, GM V6 or V8

Premier Marketing, Dept. KC01, P.O.  
Box 96, Lake Oswego, OR 97034, 503/  
636-9245

## 182) RAYCO 914

Length: 159.4 in  
Width: 65 in  
Height: 48.4 in

Wheelbase: 96.5 in  
Weight: 2139 lbs

Drivetrain: Opposed 4, V6

Length: 172 in  
Width: 70 in  
Height: 40 in  
Wheelbase: 94.5 in

Length: 172 in  
Width: 63 in  
Height: 39 in  
Wheelbase: 88 in  
Weight: 1300 lbs

Drivetrain: VW Type III modified  
Chassis: spaceframe

Suspension: Front: VW Type I  
Rear: VW Type III

Base price: Turn-key \$20,000

Length: 145 in  
Width: 63 in  
Height: 39 in  
Wheelbase: 88 in  
Weight: 1300 lbs

Drivetrain: VW Type III modified  
Chassis: spaceframe

Suspension: Front: VW Type I  
Rear: VW Type III

Base price: Turn-key \$20,000

Length: 185 in  
Width: 82 in  
Height: 47 in  
Wheelbase: 101 in  
Weight: 3500 lbs

Drivetrain: GM V8  
Chassis: '82-'92 Firebird or Camaro  
Suspension: '82-'92 Firebird or Camaro  
Base price: call for quote

Specter Automotive Corp., Dept.  
KC01, 459 S. Calhoun St., Ft. Worth, TX  
76104, 817/926-9692, fax 817/927-8655

194) TRIDENT SPYDER

Rebody for LT1 or ZR1 Corvette  
Base price: Kit \$9795, Turn-key \$57,500

Trident Motor Group, Dept. KC01,  
1108 So ana Ave., Winter Park, FL  
32789, 407/644 5678

195) ULTRA GTC

Length: 187 in  
Width: 71 in  
Height: 48 in  
Wheelbase: 98 in  
Weight: 3300 lbs

Drivetrain: Corvette  
Chassis: Corvette

Suspension: Corvette  
Base price: Kit \$6995, Turn-key \$39,995

Ultra Designs, Dept. KC01, 35 Clarence  
St., Brockton, MA 02401, 508/586-3112

196) VANTAGE BUGEYE MIATA

Mazda Miata

Vantage Motorsports, Dept. KC01, 7  
Emily St., Cambridge, MA 02139,  
617/547-8115

197) VELO ROSSA SPYDER

Length: 176 in  
Width: 72 in  
Height: 48 in  
Wheelbase: 90.7 in  
Weight: 2200 lbs

Drivetrain: Datsun Z or Chevy V8  
Chassis: Datsun unibody

Suspension: Datsun Z  
Base price: Kit \$3900, Turn-key \$11,500 (plus car)

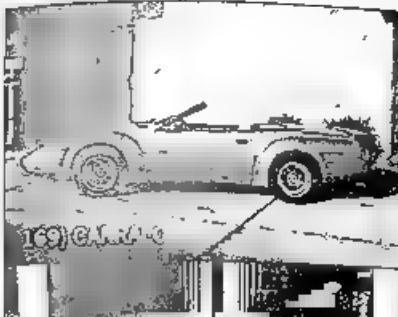
Velo Rossa Engineering, Dept. KC01,  
406 S. Rockford Dr. #3, Tempe, AZ 85261

198) V8 FIERO

Fiero engine conversion

V-8 Archie, Inc., Dept. KC01, 1307  
Lykins Ln., Niles, MI 49120, 616/683-

3227 (in MI), 800/331-2260



167) G.J. CO.

168) FIERO CONCEPTS

169) FIERO CONCEPTS

170) FIERO CONCEPTS

171) LAMINAR CONCEPTS

EVOLUTION EUROPÄ

172) MAC'S AUTO BODY FIERO REBODY

173) MAC'S AUTO BODY FIERO REBODY

174) MEGA MONSTER

175) MUTHKEN PALERMO COUPE



176) MAC'S AUTO BODY FIERO REBODY

177) NORTH AMERICAN ARKLEY

178) PANGRA

179) PANGRA

Drivetrain: GM V8  
Chassis: '82-'92 Firebird or Camaro  
Suspension: '82-'92 Firebird or Camaro  
Base price: call for quote

Specter Automotive Corp., Dept.  
KC01, 459 S. Calhoun St., Ft. Worth, TX  
76104, 817/926-9692, fax 817/927-8655

190) ROD SIMPSON HYBRIDS

PORSCHE 911, 912, 914, 930

18 Conversions for Porsches

Porsche stock specs

Drivetrain: Porsche transaxle

Rod Simpson Hybrids, Dept. KC01,  
P.O. Box 25779, West Los Angeles, CA  
90025, 310/826-3304

191) ROWLEY GTC

Corvette

Rowley Corvette Supply, Inc., Dept.

KC01, 357 Main St., Rowley, MA 01969,  
508/948-7730

192) SPARTAN II

Length: 204.2 in

Width: 74.5 in

Height: 54.5 in

Wheelbase: 126.5 in

Weight: 3675 lbs

Drivetrain: Nissan 300 ZX (2+2)

Chassis: Nissan

Suspension: Front: Nissan

Rear: modified Nissan

Base price: Kit \$6900, Turn-key \$39,900

Spartan Motorcar Co., Dept. KC01,

1655 S. Rancho Santa Fe Rd., Ste. 108,  
San Marcos, CA 92069, 619/744-3565, fax  
619/744-9030

193) SPECTER TURBOROSSA

Length: 185 in

Width: 82 in

Height: 47 in

Wheelbase: 101 in

Weight: 3500 lbs

V-8 Archie, Inc., Dept. KC01, 1307

Lykins Ln., Niles, MI 49120, 616/683-

3227 (in MI), 800/331-2260

JANUARY 1994 57



**Auto Sport Performance Products**  
1930 E. Third St., #14 Tempe, AZ 85281 (602) 966-9906

#### COBRA & GT 40 MK II Replicas

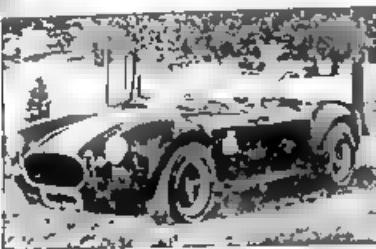
Our cars have been chosen by "Motor Trend," "Hot Rod," "Kit Car," and other magazines for true road tests. When you buy an ASPP car, you're getting a soundly engineered vehicle that's been race proven.

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Duplicated 427 ORIG NAL TUBE FRAME with full RS other than 1 body  
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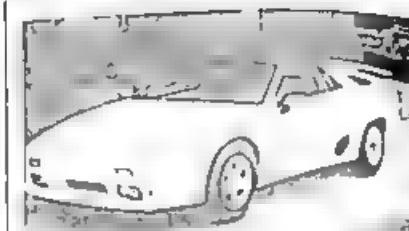
#### WHEEL ADAPTERS

SPECIAL ADAPTERS MADE TO ORDER  
MOST 4x8 LUG COMBINATIONS

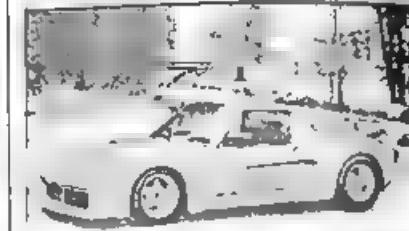
Adapters -Steel Adapters  
Call for a free catalog  
WHEEL ADAPTERS  
P.O. Box 4527, CARSON, CA 90749  
(310) 532-3050

#### FOR SALE

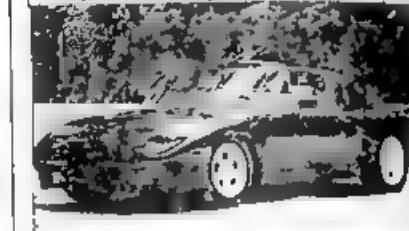
427 MEDIUM RISER  
FORD MOTORS.  
Dyno-Tested  
**CALL 210-681-2405**



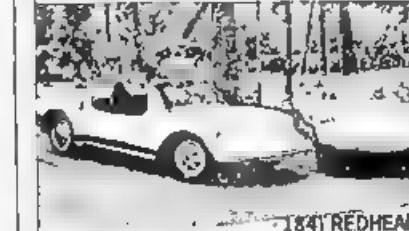
180) PISA ARTERO



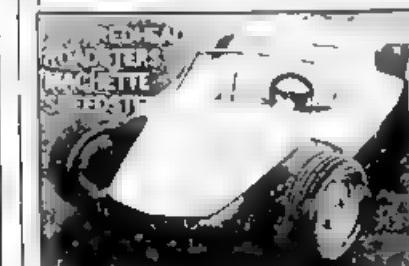
181) PREMIER 914



182) RAYCO 914



184) REDHEAD ROADSTERS DAUPHIN 2+2



199) VETCOR 1

Corvette-style rebody  
Length: 176 in  
Width: 72 in  
Height: 47 in  
Wheelbase: 98 in  
Weight: 2400 lbs  
Drivetrain: GM

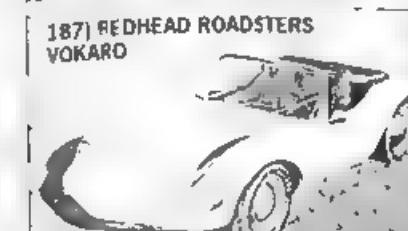
Vetcör Enterprises, Inc., Dept. KC01,  
P.O. Box 24764, Dayton, OH 45424-0764,  
513/236-0830

200) WILLCO 914 SPEEDSTER

Porsche 914  
Willco Auto Service, Dept. KC01,  
P.O. Box 4527, Carson, CA 90749,  
310/532-3050



186) REDHEAD ROADSTERS STERLING GT



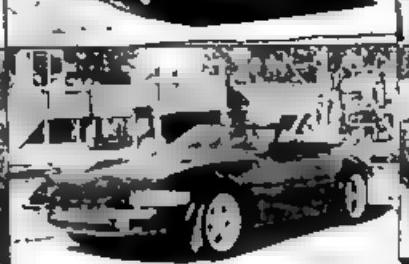
187) REDHEAD ROADSTERS VOKARD



191) ROWLEY GTC



199) VETCOR 1



194) TRIDENT SPYDER



195) ULTRA GTC



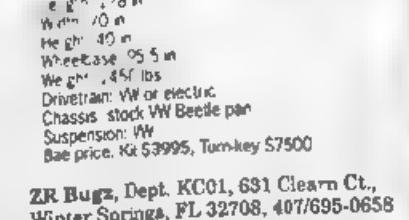
201) Z PRODUCTS WIDEBODY GOLF

Stock VW Golf (plus 8 inches in width and additional 50 lbs in weight)  
Chassis: VW Golf  
Suspension: stock VW Golf or any Golf modifications  
Base price: Kit \$895

202) Z PRODUCTS WIDEBODY 2002

Stock BMW 2002 (plus 6 inches in width and additional 50 lbs in weight)  
Chassis: BMW 2002  
Suspension: stock BMW 2002 or any BMW modifications  
Base price: Kit \$895

Z Products Autosport, Dept. KC01,  
30625 S.W. Boones Ferry, Wilsonville, OR  
97070, 503/682-1267



202) Z PRODUCTS WIDEBODY 2002



197) VELO ROSSA SPYDER



198) V8 FIERO



200) WILLCO



201) Z PRODUCTS WIDEBODY GOLF



202) Z PRODUCTS WIDEBODY 2002



203) ZR BUGZ ROADSTER





**219) COACHSMITHS BLACKSTONE TOWN COUPE**

Wheelbase: 96 in  
Weight: 2120 lbs  
Drivetrain: Ford or Chevy L4  
Chassis: ladder-type  
Suspension: Ford Pinto or Chevy Chevette  
Base price: call for quote

**217) CLASSIC SPEEDSTER**

**218) CLASSIC SPEEDSTER C**

Length: 154 in  
Width: 56 in  
Height: 48 in  
Wheelbase: 82.75 in  
Weight: 1585 lbs  
Drivetrain: VW  
Chassis: VW Beetle Type I  
Suspension: Front: VW Beetle Type I  
Rear: VW '69 and newer independent  
Base price: call for quote

Classic Motor Carriages, Dept. KC01,  
16650 N W 27th Ave, Miami, FL 33054,  
800/252-7742

**219) COACHSMITHS BLACKSTONE TOWN COUPE**

(Built on a '75-'80 Chevy Monza or Pontiac Sunbird)  
Width: 72 in  
Height: 54 in  
Wheelbase: 137 in  
Weight: 3500 lbs  
Drivetrain: 4-cylinder, V6 or V8 Chevy/Pontiac  
Chassis: modified Monza  
Suspension: Chevy Malibu  
Base price: Kit \$7500, Rolling Chassis \$10,000  
Turn-key \$32,000

Coachsmiths, Dept. KC01, 8209 Sunny Dr., Mabelvale, AR 72103, 501/888-5189

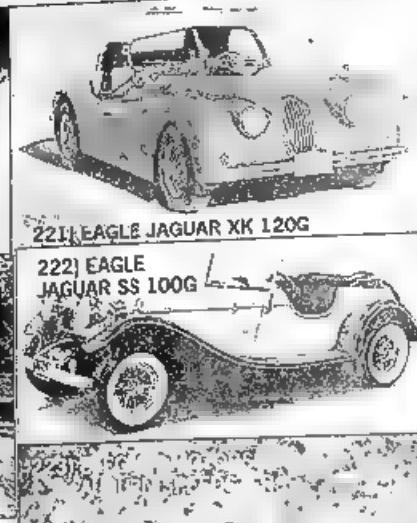
**220) CONCOURS PEERLESS**

Length: 209 in  
Width: 74 in  
Height: 65 in  
Wheelbase: 134.5 in  
Weight: 4150 lbs  
Drivetrain: 351 Ford  
Chassis: modified Lincoln-Mercury  
Suspension: Front: Lincoln-Mercury  
Rear: Ford 9-inch live axle  
Base price: Rolling Chassis \$13,500, Turn-key \$48,500

Concours Motors, Dept. KC01, P.O. Box 1766, Ramona, CA 92065, 619/789-7333

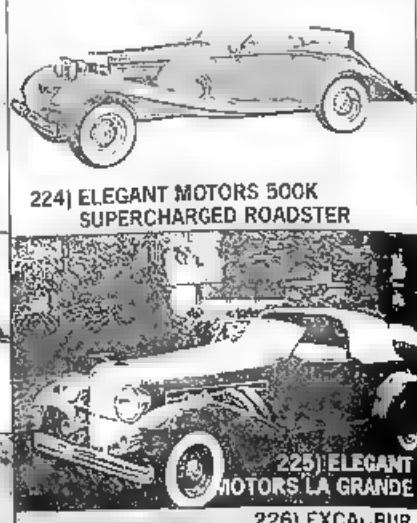
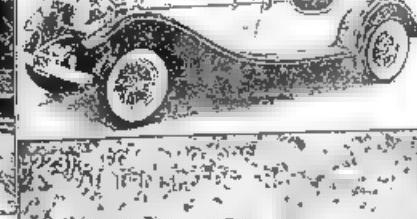
**221) EAGLE JAGUAR XK 120G**

Length: 176 in



**221) EAGLE JAGUAR XK 120G**

**222) EAGLE JAGUAR SS 100G**



**224) ELEGANT MOTORS 500K SUPERCHARGED ROADSTER**



**225) ELEGANT MOTORS LA GRANDE**



**226) EXCALIBUR LIMITED EDITION**



**227) ELEGANT MOTORS LA GRANDE**



**228) ELEGANT MOTORS AUBURN SPEEDSTER**



**229) FIBERFAB '34 COUPE**



**230) FIBERFAB GAZELLE**



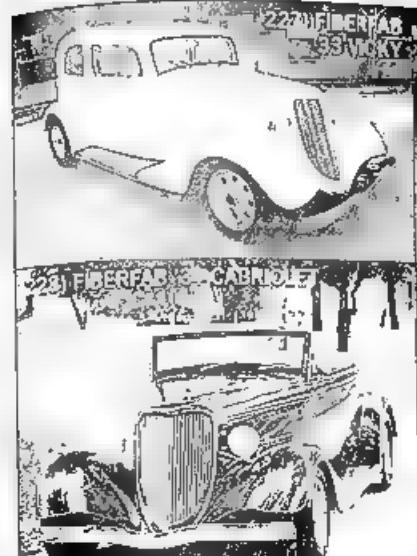
**231) FIBERFAB '33 VICKY**



**232) FIBERFAB CLASSIC SPEEDSTER**



**233) FIBERFAB CLASSIC SPEEDSTER C**



**222) FIBERFAB '33 VICKY**



**234) GIBBON '33-'34 PACKARD COUPE/ROADSTER**



**235) HANDCRAFT CORMORANT**



**231) FIBERFAB MG-TD**



**232) FIBERFAB '34 CABRIOLET**



**233) FIBERFAB CLASSIC SPEEDSTER**



**234) GIBBON '33-'34 PACKARD COUPE/ROADSTER**



**235) HANDCRAFT CORMORANT**



**236) HARDY MOTORS ALLARD J2X**

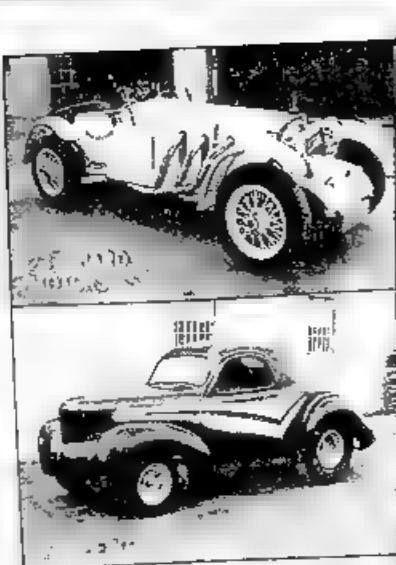


**237) HARDY MOTORS SSK**



**238) HERITAGE '40-'42 WILLYS COUPE**





239) IFG '55 GULLWING

Length: 178.1 in  
Width: 70.5 in  
Height: 51.2 in  
Wheelbase: 94.6 in  
Weight: 2880 lbs  
Drivetrain: Mercedes V8  
Chassis: custom  
Suspension: custom  
Base price: Kit \$46,500, Turn-key \$82,500

Imaginary Fiberglass, Dept. KC01,  
15740 El Prado Rd., Chino, CA 91710  
909/597 4110

240) INTERMECCANICA ROADSTER RS  
241) INTERMECCANICA TURBO  
ROADSTER

Length: 154 in  
Width: 66 in  
Height: 44 in  
Wheelbase: 82.75 in  
Weight: 1900 lbs  
Drivetrain: V8

Intermeccanica International, Dept.  
KC01, 150 E. 1st Ave., Vancouver, B.C.  
V5T 1A4, Canada, 604/872-4747

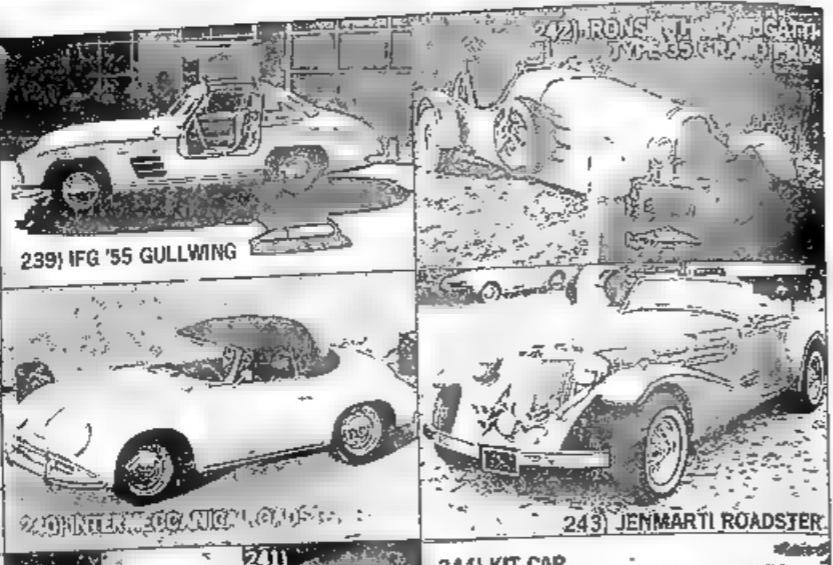
242) IRONSMITH '27 BUGATTI  
TYPE 35 GRAND PRIX

Length: 162 in  
Width: 64 in  
Height: 53 in  
Wheelbase: 109.5 in  
Weight: 2,800 lbs  
Drivetrain: Ford  
Chassis: custom  
Suspension: front Mustang II  
Rear: Ford live axle  
Base price: Kit \$8500, Rolling chassis \$13,500.  
Turn-key \$18,500

Ironsmith, Inc., Dept. KC01, 434 E.  
Cypress Ave., Redding, CA 96002,  
916/221-2436

243) JENMARTI ROADSTER

Length: 210 in  
Width: 82.5 in  
Height: 52 in  
Wheelbase: 120 in  
Weight: 3640 lbs  
Drivetrain: Ford  
Chassis: custom ladder-type stretched  
Suspension: front Ford Lincoln  
Rear: Ford live axle  
Base price: Turn-key \$48,750



239) IFG '55 GULLWING

Length: 178.1 in  
Width: 70.5 in  
Height: 51.2 in  
Wheelbase: 94.6 in  
Weight: 2880 lbs  
Drivetrain: Mercedes V8  
Chassis: custom  
Suspension: custom  
Base price: Kit \$46,500, Turn-key \$82,500

240) INTERMECCANICA TURBO  
ROADSTER

Length: 154 in  
Width: 66 in  
Height: 44 in  
Wheelbase: 82.75 in  
Weight: 1900 lbs  
Drivetrain: V8

241) INTERMECCANICA TURBO  
ROADSTER

Length: 154 in  
Width: 66 in  
Height: 44 in  
Wheelbase: 82.75 in  
Weight: 1900 lbs  
Drivetrain: V8

242) IRONSMITH '27 BUGATTI  
TYPE 35 GRAND PRIX

Length: 162 in  
Width: 64 in  
Height: 53 in  
Wheelbase: 109.5 in  
Weight: 2,800 lbs  
Drivetrain: Ford  
Chassis: custom  
Suspension: front Mustang II  
Rear: Ford live axle  
Base price: Kit \$8500, Rolling chassis \$13,500.  
Turn-key \$18,500

243) JENMARTI ROADSTER

Length: 210 in  
Width: 82.5 in  
Height: 52 in  
Wheelbase: 120 in  
Weight: 3640 lbs  
Drivetrain: Ford  
Chassis: custom ladder-type stretched  
Suspension: front Ford Lincoln  
Rear: Ford live axle  
Base price: Turn-key \$48,750

244) KIT CAR WORLD MIGI II

Length: 137 in  
Width: 60 in  
Height: 48 in  
Wheelbase: 84 in  
Weight: 1700 lbs  
Drivetrain: GM 1600cc 4-cylinder GM 2.8L V6  
Chassis: ladder-type  
Suspension: Corvette

Base price: Kit \$6395, Turn-key \$14,900

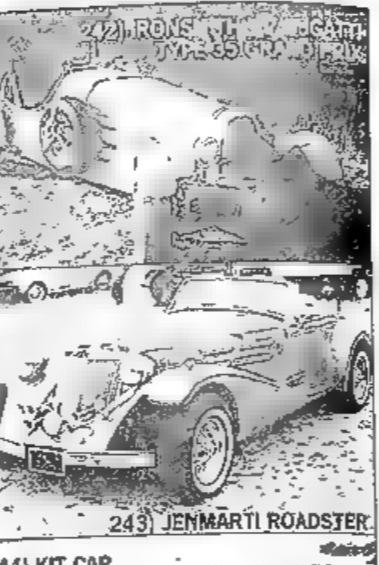
245) KUGEL SPEEDSTER

Length: 140 in  
Wheelbase: 112 in  
Weight: 2400 lbs  
Drivetrain: Chevy  
Chassis: custom  
Suspension: front Kugel IFS push rod  
Rear: Ford 9-inch, Jaguar independent  
Base price: Kit \$6850, Rolling chassis \$15,000.  
Turn-key \$60,700.00

246) LMR BUGATTI TYPE 59

Length: 151 in  
Width: 55 in  
Height: 39.5 in  
Wheelbase: 102 in  
Weight: 1650 lbs  
Drivetrain: Ford OHC L4

Lorraine Motor Research, Dept. KC01,  
2235 College, Downers Grove, IL 60516,  
708/968-3018



243) JENMARTI ROADSTER

Length: 210 in  
Width: 82.5 in  
Height: 52 in  
Wheelbase: 120 in  
Weight: 3640 lbs  
Drivetrain: Ford  
Chassis: custom ladder-type stretched  
Suspension: front Ford Lincoln  
Rear: Ford live axle  
Base price: Turn-key \$48,750

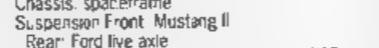
244) KIT CAR  
WORLD MIGI II

Length: 137 in  
Width: 60 in  
Height: 48 in  
Wheelbase: 84 in  
Weight: 1700 lbs  
Drivetrain: GM 1600cc 4-cylinder GM 2.8L V6  
Chassis: ladder-type  
Suspension: Front Mustang II  
Rear: Ford live axle  
Base price: Kit \$18,540, Turn-key \$40,000



245) KUGEL SPEEDSTER

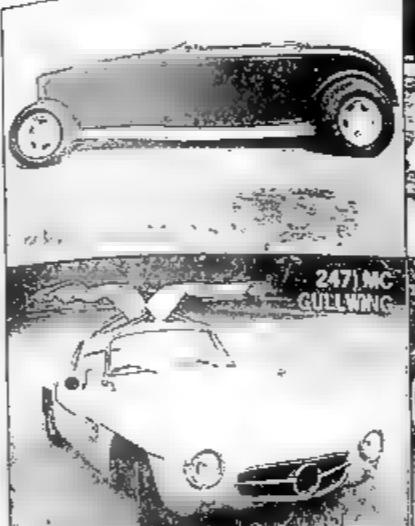
Length: 140 in  
Wheelbase: 112 in  
Weight: 2400 lbs  
Drivetrain: Chevy  
Chassis: custom  
Suspension: front Kugel IFS push rod  
Rear: Ford 9-inch, Jaguar independent  
Base price: Kit \$6850, Rolling chassis \$15,000.  
Turn-key \$60,700.00



246) LMR BUGATTI TYPE 59

Length: 151 in  
Width: 55 in  
Height: 39.5 in  
Wheelbase: 102 in  
Weight: 1650 lbs  
Drivetrain: Ford OHC L4

Lorraine Motor Research, Dept. KC01,  
2235 College, Downers Grove, IL 60516,  
708/968-3018



247) MC GULLWING

Length: 177 in  
Width: 70.5 in  
Height: 51 in  
Wheelbase: 89.5 in  
Weight: 2860 lbs  
Drivetrain: small-block Ford or GM V8  
Chassis: spaceframe

Suspension: Front Mustang II  
Rear: Ford live axle  
Base price: Kit \$13,000

Manely Classics, Dept. KC01, 9 Landry  
St., Biddeford, ME 04005, 800/243-9229

251) MEAD AUTOMOTIVE '57 T-BIRD

Length: 182 in  
Width: 73 in  
Height: 52 in  
Wheelbase: 102 in  
Weight: 2500 lbs  
Drivetrain: Ford V8 and auto trans  
Chassis: ladder-type  
Suspension: Front Mustang II  
Rear: Mustang II Pinto  
Base price: Kit \$13,000

Mead Automotive, Dept. KC01, 8475 W  
Emery Rd., Houghton Lake, MI 48629  
517/422-5889

252) M-53

Length: 167 in  
Width: 70 in  
Height: 51 in  
Wheelbase: 98 in  
Weight: 2600 lbs  
Drivetrain: Chevy V8

Memory Motors, Inc., Dept. KC01, 110  
W. Avenue G, Conroe, TX 77301,  
409/780-3500

253) NETHKEN '33 CARRINGTON

Length: 192 in (2-door) to 2.4 in (limo)  
Width: 69 in  
Height: 58 to 64 in  
Wheelbase: 126 in 2-dr; 136 in 4-dr touring; 147  
in 4-dr limo  
Weight: 2000 to 3000 lbs  
Drivetrain: 4-cylinder V6, small or big-block V8  
Chassis: ladder-type  
Suspension: Front: Mustang II; Nova front subframe  
Rear: custom Nova rear axle  
Base price: Kit \$16,000, Turn-key \$37,000

Nethken Associates, Dept. KC01, Rt. 1,  
Box 306-N, Fishersville, VA 22939,  
703/337-1777

254) NCC REFLECTION SERIES I

Length: 177 in  
Width: 69.6 in  
Height: 49.8 in  
Wheelbase: 100 in  
Weight: 2950 lbs  
Drivetrain: Chevy V8

Noble Motor Cars Corp., Dept. KC01,  
1112 Pre Emission Rd., Penn Yan, NY  
14527, 315/536-8115

255) NMCC TF 1800

Length: 147 in  
Width: 60 in  
Height: 52 in  
Wheelbase: 94 in  
Weight: 1650 lbs  
Drivetrain: MGB

Chassis: ladder-type; custom  
Suspension: MGB modified  
Base price: Kit \$16,000, Turn-key \$27,000

256) NMCC TF V8

Length: 150 in  
Width: 63 in  
Height: 52 in  
Wheelbase: 97 in  
Weight: 2350 lbs  
Drivetrain: Chevy V8  
Chassis: ladder-type; custom  
Suspension: Front: MGB modified  
Rear: Ford 9-inch  
Base price: Kit \$16,000, Turn-key \$37,000

P&J Automotiv Inc., Dept. KC01,  
6262 Riverside Dr., Danville, VA 24541,  
804/822-2211 or 804/822-2213

257) P&J '40 COUPE

Length: 177 in  
Width: 68 in  
Height: 64 in  
Wheelbase: 112 in  
Weight: n/a

Drivetrain: optional  
Chassis: P&J reproduction frame  
Suspension: P&J Easynder  
Base price: Kit \$5450

258) P&J '51 MERC COUPE

Length: 201 in  
Width: 77 in  
Height: 55 in

Nice Car Co., Dept. KC01, 233 23rd St.  
N., Fargo, ND 58102, 701/237-9061



248) MC 300 SLR

Length: 177 in  
Width: 70.5 in  
Height: 51 in  
Wheelbase: 89.5 in  
Weight: 2860 lbs  
Drivetrain: small-block Ford or GM V8

Chassis: spaceframe  
Suspension: Front Mustang II  
Rear: Mustang II Pinto  
Base price: Kit \$13,000

250) MC 544K DROPHEAD COUPE

Length: 177 in  
Width: 70.5 in  
Height: 51 in  
Wheelbase: 89.5 in  
Weight: 2860 lbs  
Drivetrain: small-block Ford or GM V8

Chassis: spaceframe  
Suspension: Front Mustang II  
Rear: Mustang II Pinto  
Base price: Kit \$13,000

251) MC 544K DROPHEAD COUPE

Length: 177 in  
Width: 70.5 in  
Height: 51 in  
Wheelbase: 89.5 in  
Weight: 2860 lbs  
Drivetrain: small-block Ford or GM V8

Chassis: spaceframe  
Suspension: Front Mustang II  
Rear: Mustang II Pinto  
Base price: Kit \$13,000

252) MC 544K DROPHEAD COUPE

Length: 177 in  
Width: 70.5 in  
Height: 51 in  
Wheelbase: 89.5 in  
Weight: 2860 lbs  
Drivetrain: small-block Ford or GM V8

Chassis: spaceframe  
Suspension: Front Mustang II  
Rear: Mustang II Pinto  
Base price: Kit \$13,000

253) MC 544K DROPHEAD COUPE

Length: 177 in  
Width: 70.5 in  
Height: 51 in  
Wheelbase: 89.5 in  
Weight: 2860 lbs  
Drivetrain: small-block Ford or GM V8

Chassis: spaceframe  
Suspension: Front Mustang II  
Rear: Mustang II Pinto  
Base price: Kit \$13,000

254) MC 544K DROPHEAD COUPE

Length: 177 in  
Width: 70.5 in  
Height: 51 in  
Wheelbase: 89.5 in  
Weight: 2860 lbs  
Drivetrain: small-block Ford or GM V8

Chassis: spaceframe  
Suspension: Front Mustang II  
Rear: Mustang II Pinto  
Base price: Kit \$13,000

255) MC 544K DROPHEAD COUPE

Length: 177 in  
Width: 70.5 in  
Height: 51 in  
Wheelbase: 89.5 in  
Weight: 2860 lbs  
Drivetrain: small-block Ford or GM V8

Chassis: spaceframe  
Suspension: Front Mustang II  
Rear: Mustang II Pinto  
Base price: Kit \$13,000



256) MC 544K DROPHEAD COUPE

Length: 177 in  
Width: 70.5 in  
Height: 51 in  
Wheelbase: 89.5 in  
Weight: 2860 lbs  
Drivetrain: small-block Ford or GM V8

Chassis: spaceframe  
Suspension: Front Mustang II  
Rear: Mustang II Pinto  
Base price: Kit \$13,000

257) MC 544K DROPHEAD COUPE

Length: 177 in  
Width: 70.5 in  
Height: 51 in  
Wheelbase: 89.5 in  
Weight: 2860 lbs  
Drivetrain: small-block Ford or GM V8

Chassis: spaceframe  
Suspension: Front Mustang II  
Rear: Mustang II Pinto  
Base price: Kit \$13,000

258) MC 544K DROPHEAD COUPE

Length: 177 in  
Width: 70.5 in  
Height: 51 in  
Wheelbase: 89.5 in  
Weight: 2860 lbs  
Drivetrain: small-block Ford or GM V8

Chassis: spaceframe  
Suspension: Front Mustang II  
Rear: Mustang II Pinto  
Base price: Kit \$13,000

259) PFI '15 FORD ROADSTER

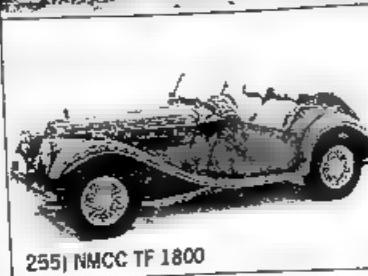
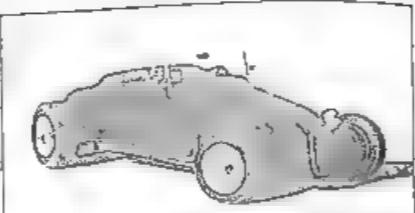
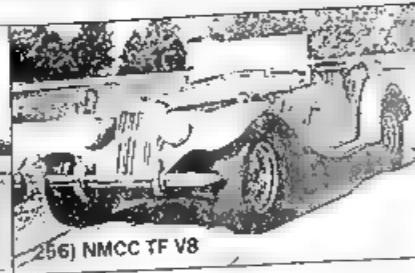
Length: 115 in  
Width: 43 in  
Height: 27 in  
Wheelbase: 100 in  
Weight: 100 lbs body only  
Drivetrain: owner's choice  
Chassis: Ford Model T replica  
Suspension: Front: leaf spring or coil-over  
Rear: Ford 9-inch; Corvette or Jag. independent  
Base price: Kit \$9500, Turn-key \$15,000

260) PFI '19 FORD SPEEDSTER

Length: 129.5 in  
Width: 33 in  
Height: 30 in  
Wheelbase: 100 in  
Weight: 75 lbs body only  
Drivetrain: Ford Model T or Pinto  
Chassis: channel or rectangular tube  
Suspension: Front: leaf spring  
Rear: Ford live axle  
Base price: Kit \$4500, Turn-key \$9500

261) PFI '27 FORD ROADSTER

Length: 91.25 in  
Width: 47.5 in  
Height: 24.5 in  
Wheelbase: 100 to 112 in  
Weight: 75 lbs body only  
Drivetrain: customer's choice  
Chassis: rectangular tube



**262) PFI '27 FORD TOURING (4-DOOR)**  
Length: 83 in body only  
Width: 38 in  
Height: 40 in  
Wheelbase: 100 in  
Weight: 200 lbs body only  
Drivetrain: owner's choice  
Chassis: Ford Model T replica  
Suspension: Front: leaf spring  
Rear: Ford live axle; Corvette or Jag. independent  
Base price: Kit \$11,695 (body \$3500); Chassis \$5000. Turn-key \$15,000

**263) PFI '29 FORD ROADSTER**  
Length: 95.25 in body only  
Width: 50 in  
Height: 40 in  
Wheelbase: 104 in  
Weight: 200 lbs body only  
Drivetrain: owner's choice  
Chassis: Ford Model A replica  
Suspension: Front: leaf spring  
Rear: Ford live axle; Corvette or Jag. independent  
Base price: Kit \$9800. Turn-key \$25,000

**264) PFI '34 FORD THREE-WINDOW COUPE**  
Length: 95.25 in body only  
Width: 50 in  
Height: 40 in  
Wheelbase: 104 in  
Weight: 200 lbs body only  
Drivetrain: owner's choice  
Chassis: Ford Model A replica  
Suspension: Front: leaf spring  
Rear: Ford live axle; Corvette or Jag. independent  
Base price: Kit \$9800. Turn-key \$25,000

**265) PFI '34 FORD THREE-WINDOW COUPE**  
Length: 95.25 in body only  
Width: 50 in  
Height: 40 in  
Wheelbase: 104 in  
Weight: 200 lbs body only  
Drivetrain: owner's choice  
Chassis: Ford Model A replica  
Suspension: Front: leaf spring  
Rear: Ford live axle; Corvette or Jag. independent  
Base price: Kit \$9800. Turn-key \$25,000

**266) PFI '34 FORD THREE-WINDOW COUPE**  
Length: 95.25 in body only  
Width: 50 in  
Height: 40 in  
Wheelbase: 104 in  
Weight: 200 lbs body only  
Drivetrain: owner's choice  
Chassis: Ford Model A replica  
Suspension: Front: leaf spring  
Rear: Ford live axle; Corvette or Jag. independent  
Base price: Kit \$9800. Turn-key \$25,000

**267) PRL '55 BEL AIR CONVERTIBLE**  
Length: 201 in  
Width: 68 in  
Height: 60 in  
Wheelbase: 115 in  
Weight: 2850 lbs  
Drivetrain: 305/350 V8  
Chassis: standard GM  
Suspension: Front: fullsize Chevy  
Rear: GM stock  
Base price: Kit \$9100. Turn-key \$39,500

**268) PRL '57 BEL AIR CONVERTIBLE**  
Same specs as '55 Bel Air above  
Base price: Kit \$9700, Rolling Chassis \$2500.  
Turn-key \$44,900

**269) PRL 500K MERCEDES**  
Length: 198 in  
Width: 77 in  
Height: 55 in  
Wheelbase: 121 in  
Weight: 3200 lbs  
Drivetrain: 305/350 V8  
Chassis: standard Ford or GM  
Suspension: Front: fullsize Ford or GM  
Rear: Ford or GM stock  
Base price: Kit \$14,500, Rolling Chassis \$3000.  
Turn-key \$49,500

**Poli-Form Industries, Dept. KC01, 783 San Andreas Rd., La Selva Beach, CA 95078, 408/722-4418 or 408/722-0195**

**270) PRL AUBURN SPEEDSTER**  
Length: 203 in  
Width: 70 in  
Height: 59 in  
Wheelbase: 127 in  
Weight: n/a  
Drivetrain: 305/350 GM  
Chassis: ladder-type  
Suspension: stock GM  
Base price: Kit \$12,500. Turn-key \$45,500

**271) PRL '52 MG TD**  
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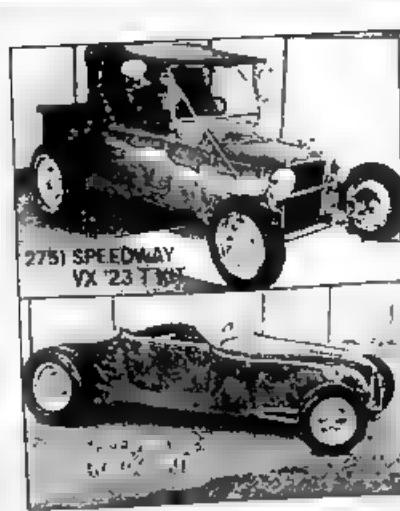
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Length: 146 in



285) TOTAL '32 HIGHBOY ROADSTER

Length: 162 in  
Width: 68 in  
Height: 68 in  
Wheelbase: 133.5 in  
Weight: 2500 lbs  
Drivetrain: small-block Chevy or Ford  
Chassis: custom  
Suspension: front: dropped axle  
Rear: coilovers  
Base price: Kit \$13,000, Turn-key \$35,000

**Total Performance, Inc., Dept. KC01,  
400 S. Orchard St., Rte 5, Wallingford,  
CT 06492. 203/265-7107**

286) USRC '36 FORD PICKUP  
(CHOPPED OR TRADITIONAL)

Length: 177 in  
Width: 70 in  
Height: 66 in (chopped): 70 in (traditional)  
Wheelbase: 112 in  
Weight: 2250 lbs  
Drivetrain: Ford V8, 5-speed, 370 Posi  
Chassis: custom ladder-type  
Suspension: front: tubular A-arms, coilovers  
Rear: bench Ford Roarer truck arm coilovers  
Panhard bar, JZ2 brake  
Base price: Kit \$7495, Turn-key \$29,000 to  
\$39,000

**United States Reproduction Corp.,  
Dept. KC01, 401 Maguire Rd. Ext.,  
Ocoee, FL 34761, 407/656-4668**

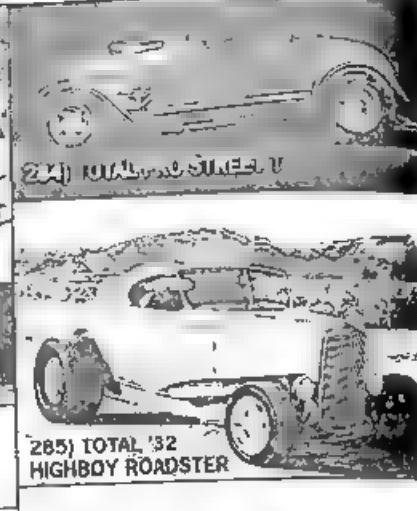
287) VANTAGE MGA TWIN-CAM SPECIAL

Length: 150 in  
Width: 60 in  
Height: n/a  
Wheelbase: 90 in  
Weight: 1625 lbs  
Drivetrain: Toyota 1.6L twin cam  
Chassis: composite monocoque  
Suspension: Manda Maia  
Base price: Kit \$11,000, Turn-key \$23,000

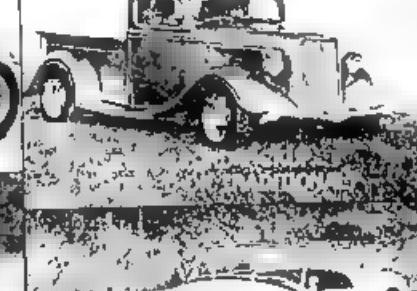
**Vantage Motorsports, Dept. KC01, 386  
Arsenal St., Watertown, MA 02172,  
617/923-8026**

288) VINTAGE FLARED SPEEDSTER  
289) VINTAGE CLASSIC SPEEDSTER

Length: 154 in  
Width: 66 in  
Height: 47 in  
Wheelbase: 84 in  
Weight: 1600 lbs  
Drivetrain: VW  
Chassis: VW  
Suspension: VW



285) TOTAL '32 HIGHBOY ROADSTER

Faesing Motors, Dept. KO01, PO Box  
1259, Wilmington, NC 28402

291) ROADHAWK

Length: 156 in  
Width: 36 in  
Height: 41 in  
Drivetrain: motorcycle or electric  
Chassis: steel or aluminum with epoxy body  
Suspension: Gyrostabilized motorcycle

**Roadhawk, Inc., Dept. KC01, PO  
Box 22617 Milwaukee, WI 53269,  
503/650-3888**

292) TRYTON VIPER

Length: 184 in  
Width: 76 in  
Height: 43 in  
Wheelbase: 108 in  
Weight: 1250 lbs  
Drivetrain: VW Type I, V6 or electric  
Chassis: glassed-in custom spaceframe  
Suspension: front: custom yoke-type  
Rear: VW Beetle independent  
Base price: Kit \$8000, Turn-key \$18,000

**Tryton, Inc., Dept. KC01, 4018  
Galesburg Ave., Arlington Hts., IL 60004,  
708/394-4314**



290) FAESING MOTORS HUSKY

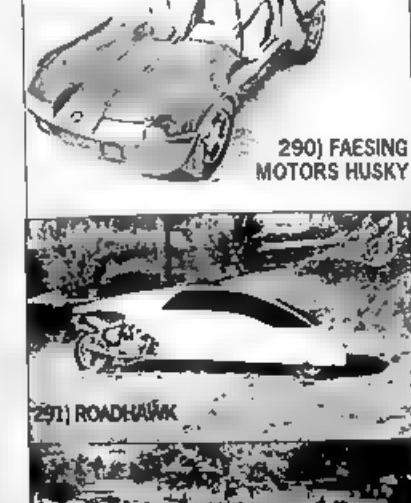
Length: 126 in  
Width: 64 in  
Height: 39 in  
Wheelbase: 87 in  
Weight: 1400 lbs  
Drivetrain: H.O. Quad 4, mid-engine config  
Chassis: monocoque

## MISCELLANIA



288) VINTAGE FLARED SPEEDSTER

289) VINTAGE CLASSIC SPEEDSTER



292) TRYTON VIPER

Length: 184 in  
Width: 76 in  
Height: 43 in  
Wheelbase: 108 in  
Weight: 1250 lbs  
Drivetrain: VW Type I, V6 or electric  
Chassis: glassed-in custom spaceframe  
Suspension: front: custom yoke-type  
Rear: VW Beetle independent  
Base price: Kit \$8000, Turn-key \$18,000

**Warp Five Engineering, Dept. KC01,  
1500 N.E. Roanoke Dr., Blue Springs,  
MO 64014, 816/228-2960**

## COBRA by Hi-TECH

"Amazingly like the  
half-million-dollar real thing"

*Car and Driver*

doors have a steel-tube frame supporting an outer skin, so do ours. We use authentic latches and hinges too. We powder-coat our chassis components. All our kits come with pin drive hubs.

*Car and Driver* understood exactly what we're about. It wrote, "To have the details so painstakingly recreated is to have something beyond a kit car. It's a work of art you can drive."

*Standard equipment with Hi-Tech*

### Hi-TECH MOTORSPORTS

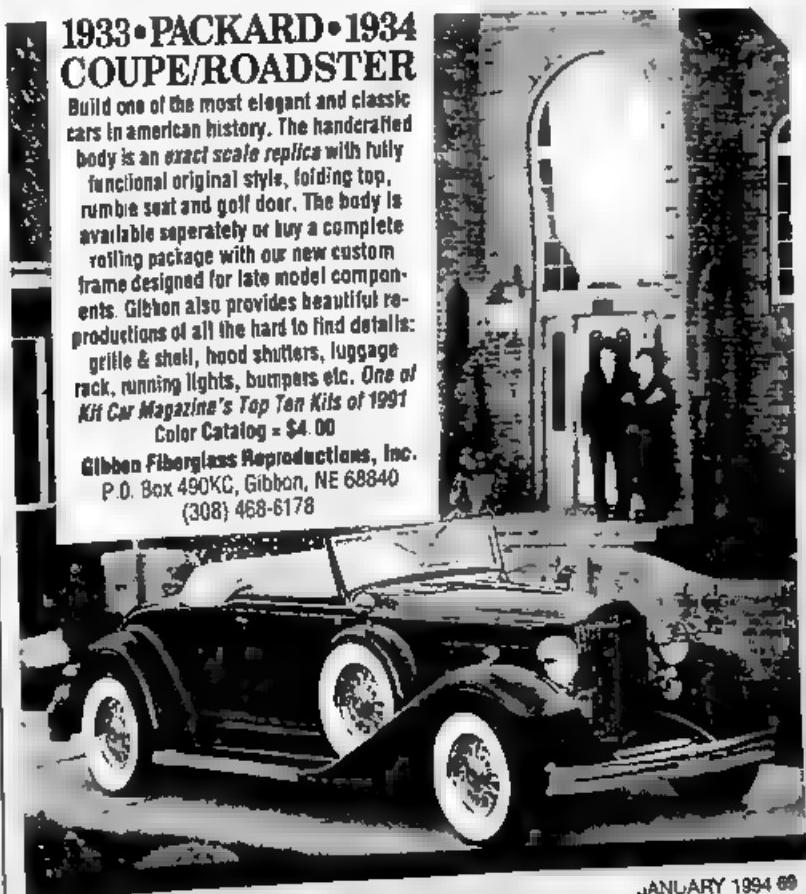
7901 East Pierce Street • Unit C  
Scottsdale, AZ 85257  
602/990-2442

Cobra 127 SC and 289 FIA • Fiberglass or Aluminum • Kits or Complete Cars • Please Call

## 1933•PACKARD•1934 COUPE/ROADSTER

Build one of the most elegant and classic cars in American history. The handerated body is an exact scale replica with fully functional original style, folding top, rumble seat and golf door. The body is available separately or buy a complete rolling package with our new custom frame designed for late model components. Gibbon also provides beautiful reproductions of all the hard-to-find details: grille & shell, hood shutters, luggage rack, running lights, bumpers etc. One of *Kit Car Magazine's Top Ten Kits of 1991*. Color Catalog = \$4.00

**Gibson Fiberglass Reproductions, Inc.  
P.O. Box 490KC, Gibbon, NE 68840  
(308) 468-6178**



# Running The INSURANCE MAZE

## Finding Your Way Is Getting Easier

By Steve Temple

If building a kit car weren't difficult enough already, once it's completed, you still have at least one more project to tackle: obtaining insurance. Fortunately, things aren't as bad as they used to be, when responses to inquiries ranged from stares of bewilderment ("A kit what?") to outright fear and derision ("Aren't those Cobras dangerous?"). To make things easier for specialty vehicle enthusiasts and builders, we scoured a number of sources and found more than a few companies willing to cover kit cars.

In previous articles we've noted that State Farm and the American Automobile Association offer kit car policies, or you may be able to persuade the company insuring your house or business to extend coverage to your specialty car. The firms listed here are also willing to provide full coverage (liability, collision and comprehensive), but various restrictions may apply, such as limits on yearly mileage, geographic location or minimum/maximum coverage. In addition, some firms require an appraisal of the



Insurance agents haven't always been quick to grasp the concept of kit cars, but they're learning.

car's value.

While each listing contains a few general guidelines about the company's policy, space doesn't permit going into too much detail, so you'll have to contact the firms for specifics. Every specialty car enthusiast has a special situation, so you should shop around to find the policy that fits. The most affordable rates start at about \$1 per \$100 for physical damage. Liability varies with your locale, but it's usually less than \$1 per \$100 in value. Using those figures, a \$15,000 car would cost \$300 per year to insure. If readers know of other sources for insurance, we'd like to hear from you, especially if you find a good deal. KC

### SOURCES

#### Adukas Insurance Agency

Dept. KC01  
555 Sunrise Way, Ste. 200  
Palm Springs, CA 92264  
619/327-3889

CA-only independent agent underwritten by Chubb. Show-use only, but no limit on mileage. \$1000 deductible.

#### Condon & Skelly

Dept. KC01  
121 E. Kings Hwy., Ste. 201  
Maple Shade, NJ 08052  
800/257-9496 or 800/624-4688 in NJ  
Currently available only in MN, IA and IL, but other states will be added soon. \$5000 minimum, above \$15,000 requires appraisal. Underwritten by St. Paul Mercury Insurance Company. Specialized coverage available for custom paint jobs and trailers, too.

#### Diable Insurance Agency

Dept. KC01  
2610 Crow Canyon Rd.  
San Ramon, CA 94583  
510/833-2709

CA-only, independent agent underwritten by Safeco. Usually no high performance cars, but depends on driver. No appraisal required.

#### Heacock Insurance Group

Dept. KC01  
P.O. Box 6300  
Lakeland, FL 33807  
813/646-6641

Available in all 50 states, but limited to 2500 miles per year. Minimum age 25. No minimum value or appraisal necessary. Underwritten by CIGNA. Covers collector cars, too.

#### K & K Insurance

Dept. KC01  
1712 Magnavox Way  
Fort Wayne, IN 46801  
800/548-0858

Covers street rods, collector cars and replicas of vehicles 20 years or older. No replicas of modern cars. Minimum value \$5000. Requires appraisal from independent source for value over \$30,000. Available in most states.

#### Parish Insurance Co.

Dept. KC01  
P.O. Box 158598  
Nashville, TN 37215  
800/274-1804

Specializes in group coverage for a number of collectible, replica and special interest cars. No minimum or

maximum value. Full coverage available in most states, usually at one percent of stated value. 2500-miles-per-year limitation. Appraisal required above \$50,000. Familiar with Cobra replicas.

#### Sneed, Robinson, and Gerber, Inc.

Dept. KC01  
6645 Stage Rd.  
Memphis, TN 38184  
901/372-4712

Limited to street rod kits, but available in all 50 states. No mileage restriction, but cannot be primary car. "Show machine" and musclecar policies also available. \$7500 minimum, \$40,000 maximum replacement cost.

#### Tri-State Insurance Co.,

Dept. KC01  
1 Roundwind Rd.  
Laverne, MN 56156  
800/533-0303 or 800/722-9365 in MN  
Midwest states only. Covers street rods, replicas, classic and musclecars. No minimum or maximum value. Appraisal required for value over \$15,000. 2500-miles-per-year limitation except on street rods.

## How To Install An Engine Oil Cooler

By Hib Halverson

Keeping a kit car engine cool can be difficult for a number of reasons: space limitations, restricted radiator size and lack of airflow which all may contribute to overheating. However, the solution to this problem may not be found solely in the traditional water/antifreeze coolant system; just as important is the engine oil, because it's the primary coolant of the crankshaft, bearings, connecting rods, pistons and valvetrain.

If your kit car is already assembled, you may want to check

OIL TEMPERATURE GAUGE  
HEATER CORE CONNECTION  
COOLANT IN

OIL FROM FILTER TO COOLER

THERM-Hx

COOLANT OUT

OIL FROM COOLER TO ENGINE

REMOTE OIL FILTER

OIL FROM ENGINE TO FILTER

This schematic shows the proper way to connect a Dunham-Bush THERM-Hx. Note that the oil must pass through the remote filter before it goes into the cooler, and the coolant must pass through the cooler before it goes to the heater core.

# COOL IS COOL

the oil temperature by installing an oil temperature gauge. The safest range for petroleum-based oils is 180-210 degrees F and, for synthetic oils, 200-230 degrees F. These ranges provide the best lubrication and cooling with minimum torque loss due to oil viscosity. We wouldn't be surprised, though, if many engines in high-performance kit cars had sustained oil temperatures above those ranges. If that's your situation, consider adding an engine oil cooler to your project car.

Many choices in oil coolers are available, from budget-priced, fin-and-tube units with clamp-on hoses to top-dollar units that would do justice to a NASCAR Winston Cup race car. The Dunham-Bush Fluid Cooling Division has traditional oil-to-air coolers that are sturdy and efficient, but the firm also has a new, THERM-

Hx unit (Part No. 30500) that uses engine coolant to also cool oil. The name comes from the word thermal and the letters Hx are engineering nomenclature for heat exchanger.

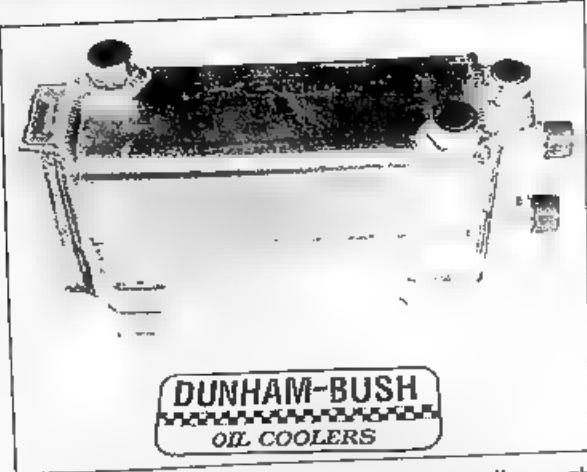
During normal engine operation in a car equipped with the THERM-Hx, oil temperature will be about the same as coolant temperature. Under severe load, Dunham-Bush claims that the cooler is capable of holding an outlet oil temperature of 220 degrees F, if the coolant is 190 degrees F and the oil inlet temperature is 250 degrees F.

During engine warmup, the THERM-Hx's temperature gradient reverses, with the coolant warming the oil to optimum operating temperature faster than normal, for better circulation and less engine wear. Also, during the abnormal situation of extended, light-throttle operation

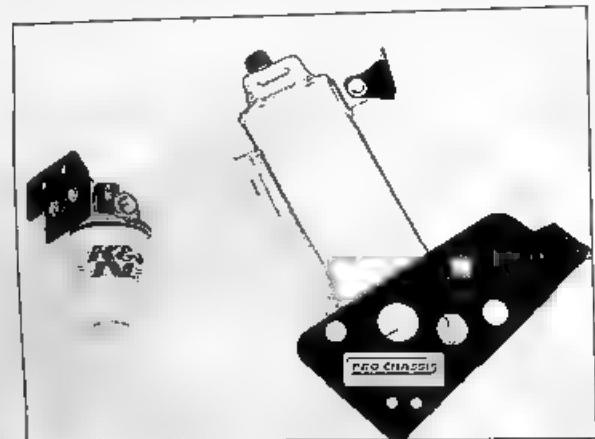
in cold temperatures, it is claimed to prevent excessive cooling of the oil that many engine builders believe is detrimental.

The core of a THERM-Hx is similar in appearance to a typical oil/air cooler and is manufactured using a new technology that Dunham-Bush claims makes a more efficient, longer-lasting product. This core is housed inside a heli-arc'd, aluminum case in which coolant circulates.

Although the THERM-Hx shown here was installed in a '71 big-block Corvette, the principles are the same for most installations, and thus one shared a common problem of many kit cars—lack of space under the hood. The owner of this car chose the Dunham-Bush cooler because it could be installed in an area with no airflow, which in this



**1** Dunham-Bush's THERM-Hx oil cooler is small enough (measuring 6½ x 14 x 4½ inches) to fit in tight places and does not require airflow to function. The unit uses AN-12 connections for the oil lines and pipe thread connections for the coolant lines. On the top of the cooler at right is an extra connection for use with an oil temperature probe.

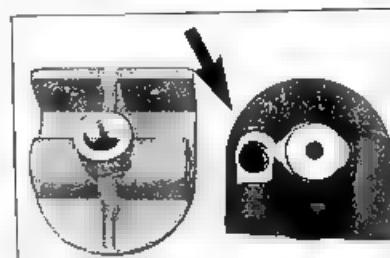
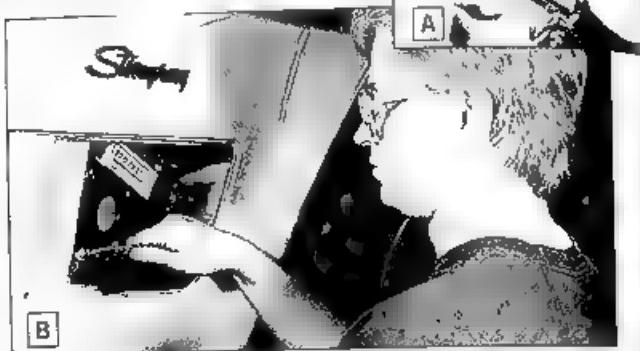


**2** Fabricated by Pro Chassis, these steel brackets for both the cooler and the remote filter required a few trial fittings to achieve correct positioning in the tight spaces they occupy.

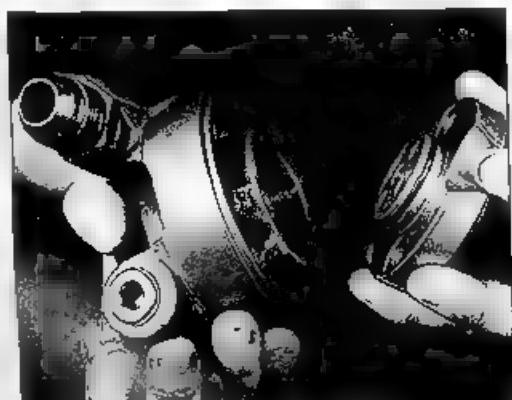
case was behind the passenger-side inner fender panel. Most of the wrenching and fitting was done by our friends at Pro Chassis, the same shop that's been of great help in our "Project Cobra" series.

Once the oil cooler is installed and before firing the engine the first time, fill the cooling system and overfill the crankcase by a quart. It takes awhile to build oil pressure, because the oil pump must first fill the empty volume in the cooler and lines. Rather than running the engine for several seconds without oil pressure, we suggest that you pull the distributor, install a pre-lube device, such as that made by B&B Performance, and drive it with a drill until you see oil pressure. Then reinstall the distributor and fire the motor. Run it briefly, shut it down, check the oil and add as necessary. The last step

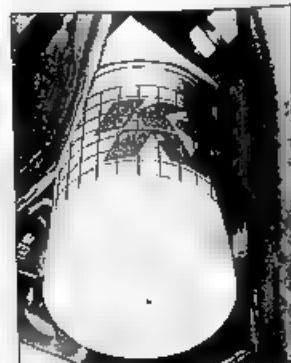
**3** Due to space limitations, the THERM-Hx had to be wedged between the Corvette's right-side "A" body mount and the right inner fender (A). Access to the bolts and nuts holding the cooler brackets to the underbody structure required removal of the side vent panels (B), an approach that may be typical of many kit car installations, especially Cobra replicas.



**4** The Chevrolet big-block V8 had no factory oil cooler connections, so the stock oil filter mount was replaced with a Traco Engineering adapter plate (right, Part No. T109B) with oil line hookups and a remote oil filter (left, Part No. T101L), a setup that will probably be necessary with many engines used in kit cars. The filter mount can be ordered in "L" or "R" configurations, depending on how you want the inlet and outlet oriented. The Traco adapter fits only Chevrolet pushrod V8s and 90-degree V6s. If you are using another type of engine, Trans-Dapt is a good source for adapter plates. They are available for most American-made engines and many foreign units. Because of interference from the car's clutch linkage and the exhaust headers, the Traco adapter plate was modified on Pro Chassis' mill by adding a vertical outlet connection (arrow).



**5** Traco's adapter plate is a two-piece assembly, installed by attaching an inner piece to the engine block and pressing an outer piece over the inner. Orient the connections the way you want them before tightening the center bolt. Note that its horizontal outlet has been capped off.



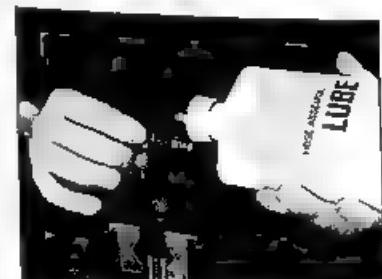
**6** The Traco remote filter mount was installed on the lower part of the right inner fender next to the oil cooler. It accepts a Chevrolet-type spin-on filter, and we chose a K&N unit (Part No. 0025) for its low restriction and good filtration.

is to rewire and run the engine to operating temperature while checking leaks and making sure that once the thermostat opens, the coolant is at the proper level.

Initially, because of the large amount of curved fittings on the oil lines, Pro Chassis was concerned about pressure drop due to restriction in the system. In reality, the drop was less than 10 percent. The Corvette engine used a racing-type L88/ZL1 oil pump and Red Line 10W-40 synthetic oil, so the drop was insignificant. However, those worried about pressure loss due to restriction can shim or otherwise modify the oil pump pressure-relief valve spring so that proper oil pres-

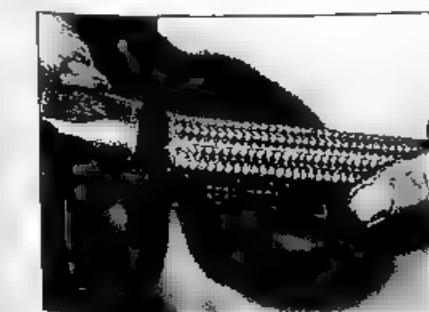
sure is restored.

As for the effectiveness of the THERM-Hx unit, the Corvette's owner told us that in normal driving, the oil temperature had fluctuated quite a bit, but now stays about the same as the coolant temperature. During more demanding duty, he has seen the promised 25-percent reduction in temperature. KC

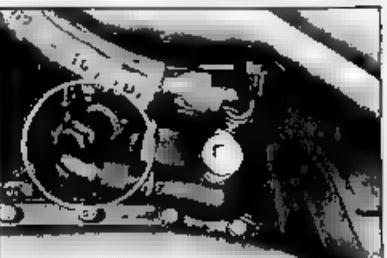


**9** Be sure to coat the inside of the hose, nipple and threads with Aeroquip Hose Assembly Lube (Part No. FBM3553). Then, insert the hose into the fitting socket end until it butts up against the socket's threaded portion. Mark the hose just below the

**7** Pro Chassis used a variety of Aeroquip fittings and braided hose to connect the cooler and remote filter. Both are essential in handling high-pressure oil flow (heater hose is adequate for the coolant lines). At the top, from left to right, are 120-degree to straight-through fittings. At bottom right are the all-important vise jaw inserts that protect the fittings during assembly, and at bottom center is a disassembled fitting. The two pieces screw together. At left are several AN adapters.



**8** Due to the expense of Aeroquip hose, determine the proper length required by mocking up the lines with garden hose, then purchasing the amount of braided line you need to do the job. Aeroquip AQP hose can be cut with a hacksaw or a cutoff wheel. To prevent braid flare-out, wrap the hose at the cut point with masking or duct tape, and then cut through the tape. The first part of an Aeroquip fitting is screwed onto the hose. The less frayed stainless braiding you have, the easier the part will be to thread.



**11** This closeup shows the installed adapter on the engine block. To keep restriction at a minimum, try using wide-radius bends in the lines and straight hose ends. When you need an angled connection, use a curved hose end (circle). Only as a last resort should you use angled AN adapters, because they are the most restrictive.



**12** This overall view of the block adapter installation shows the complicated hose routing required due to the close proximity of both the clutch linkage and the exhaust headers. Aeroquip Firesleeve was used to protect sections of hose running close to the exhaust headers. The amount of hose curving around the headers and mounting to the frame may seem a bit unusual, but it was the only way to run the line without sharp bends or a lot of extra length. Note Pro Chassis' trick little shield (the curved black tubing) that protects the hose from road debris kicked up by the left front tire. We secured the hoses running across the back of the engine with Aeroquip Support Clamps (Part No. FCM3488), to confine flexing motion to safe areas.

#### SOURCES:

Dunham-Bush Fluid Cooling Division  
Dept. KC01  
11928 W. Jefferson Blvd.  
Culver City, CA 90230  
310/398-3722

Aeroquip Corp.  
Dept. KC01  
1695 Indian Wood Cir.  
Maumee, OH 43537  
419/891-7600

B&B Performance Sales  
Dept. KC01  
29752 Avenida De Las  
Banderas  
Rancho Santa Margarita, CA 92688  
714/589-5956

Pro Chassis of Southern California  
Dept. KC01  
14821 Clark Ave.  
Hacienda Heights, CA 91745  
818/961-5207

Traco Engineering  
Dept. KC01  
9599 W. Jefferson Blvd.  
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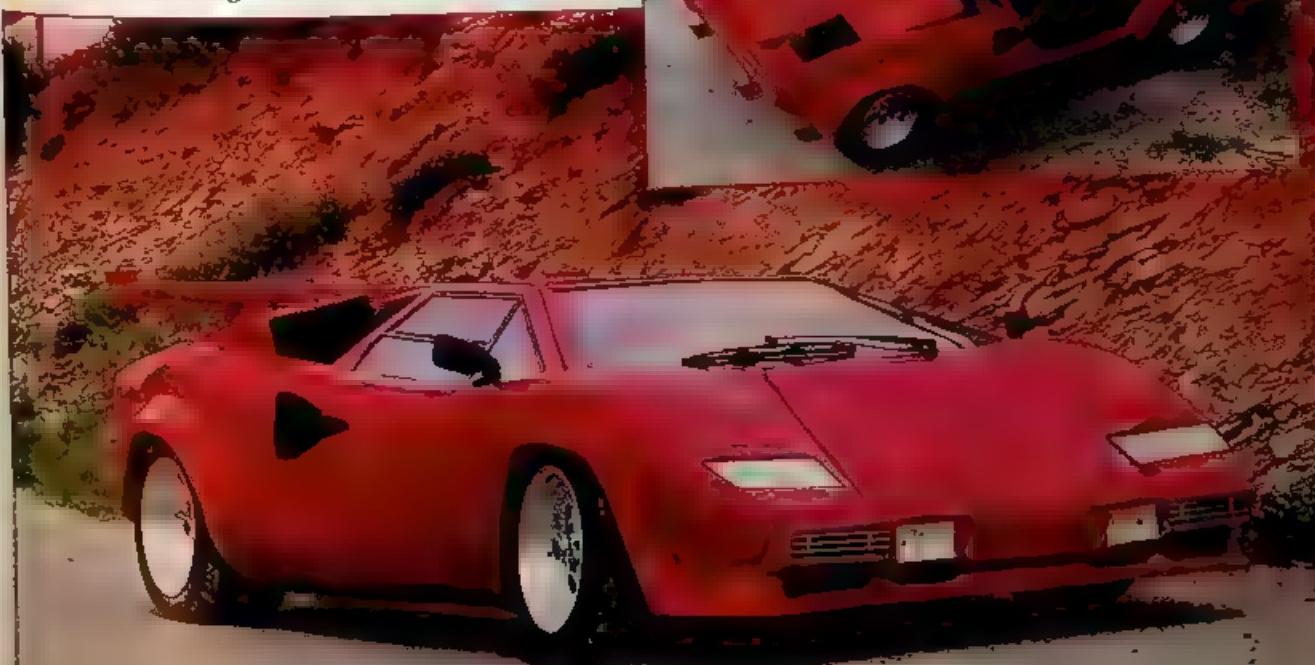
AUTO SPORT MARK II \$7995

PHOTOGRAPHY: JIM YOUNGS, DAVID FETHERSTON



RPM DESIGN SABER \$5495

A rebody project, an exotic face-lift if you will, is just the ticket. In this particular showcase, we included rebodies for both the Fiero and Corvette and also for the Porsche 911/912. In addition to a lower cost than a totally scratch-built kit, other benefits of a rebody include no-hassle registration and insurance and also easier maintenance and parts availability. The pride of ownership in such a project is no less significant, and best of all, everybody in town will think you've got the most radical thing on wheels.



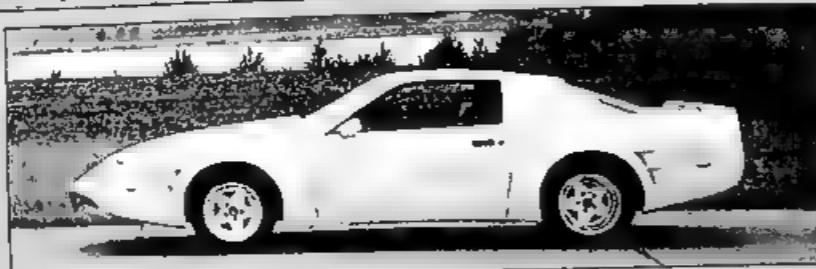
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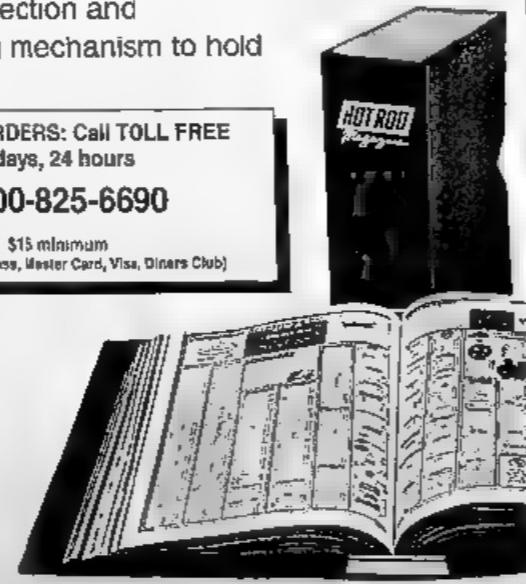
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## RPM DESIGN SABER

Any Way You Slice It, This Corvette Rebody Is Really Sharp

Although European-style conversions have been the most popular on the Corvette, RPM Design's Saber offers a whole new approach inspired by American auto styling. This rebody fits on '68-'82 Vette foundations to transform those dated, Coke-bottle-shaped cars into the modern head-turner you see here.

RPM Design's transformation kit, which retails for \$5495, comes complete with 11 hand-laid fiberglass panels, a front frame extension, tilt-nose hinge assembly, assorted panel



The tilting nose makes access to the Chevy mechanics a snap

brackets and inner door liners. RPM also offers an assembly service at its Rhode Island facility, in which the complete body and headlight assemblies are installed and side pipes fitted on your car for \$10,900. Turn-key cars are also available.

RPM Design utilized computer-aided design (CAD) in the development of the Saber to help with details such as door

opening clearances, tilt-nose travel and mounting points for some of the body panels. The firm also uses S-glass and high-quality vinyl ester resins in the fiberglass panels, with up to seven layers of hand-laid 1.5-ounce matte. The panels are nicely shaped and seem to fit quite well on the Corvette.

The beauty of using a Corvette as a donor car is that you get lots of excellent engineering, with four-wheel independent suspension, four-wheel disc brakes, a stout chassis and a healthy mill under the hood. Not only that, there's a whole wide world of aftermarket performance, suspension and interior goodies for dressing up the car even more. The



Although the American inspiration is obvious in this rebody, a number of details have been modified in the Saber to create a unique shape.

possibilities for this car seem virtually endless. The demo car sported striking black vinyl bucket seats with yellow accents. RPM provides nonupholstered inner door panels with the kit so that a builder can match the interior treatment.

The tilting front clip of the Saber is a neat feature, opening wide for almost unrestricted access to the engine. The Vette's roof line, windshield, rear window and other parts remain intact, as do the stock doors. Items like the stock T-tops can also remain if open-air motoring appeals. This particular car was built on a '77 L-48 model that is both plentiful and reasonably priced, essential features of a good donor vehicle.

## EURO-WORKS MIRAGE USA

Seeing Is Believing

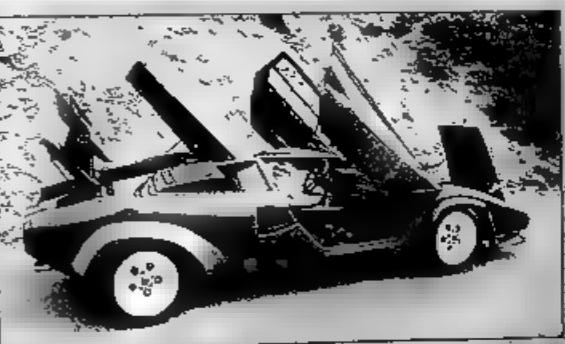
Mirage is an apt moniker for Euro-Works' car, since what you think you see is not really what you do see. This exotic looker represents what the lowly Pontiac Fiero aspires to be. Euro-Works modified a stock Fiero chassis and suspension and wedged in a 350-cid V8, with the help of V-8 Archie hardware, then attached the hand-laid

fiberglass panels to achieve the basic projectile.

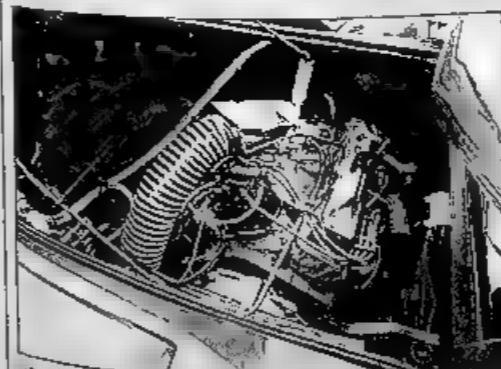
In addition to being able to build on a stock Fiero chassis, the company also offers a beefed up, rectangular-tube space-frame for a stouter undercarriage. It features reworked strut towers to maintain proper suspension geometry but otherwise uses the stock Fiero

twister, so the relatively mild 360 Chevy is a 1975 vintage with stock bore and stroke. The company estimates 290 hp thanks to the addition of a Crane cam, hydraulic lifters, an Edelbrock performer manifold and a Carter carb. A set of block-hugger headers helps the engine breathe easier. The Mirage maintains a stock '74 Fiero five-speed tranny helped by a custom Centerforce clutch from V-8 Archie.

On its demo car, Euro-Works wanted an engine that would put folks back in the seats rather than an all-out top-end



Like a Swiss Army knife, all the Mirage's doors and lids scissor-open with precision.



V-8 Archie helped in mating the Chevy to the Fiero transaxle

piping by Craegar Auto Interiors cover the fiberglass bucket seats. Instruments are all VDO, fed from a custom wiring harness. Although the interior is comfortable and allows drivers of virtually any height good seating positions, as on most cars with such wind-cheating contours, rear visibility is limited. This is a sacrifice you learn to live with for the sake of getting noticed.

Euro-Works does a great job of fit and finish, and we applaud, at least on the demo vehicle, its attention to the door hinges and latch mechanisms. Everything worked well with no fiddling necessary.

The numerous options and upgrades available will ultimately determine the individual cost. Euro-Works does offer a budget version to put the Mirage USA into an affordable category. A complete turn-key car on stock Fiero chassis will run around \$30,000 (not including the donor car) and a body kit containing all the fiberglass panels and hardware, including the wing, sells for \$4995. And those prices are no illusion.

## AUTO SPORT MARK II

Turn Your Polite Pontiac Fiero Into A Fearsome Ford GT40

Want to own a racing legend but don't have the megabucks it requires? Want to have the look of one of the most lethal Ferrari fighters to ever prowl Le Mans but also have air conditioning and an automatic? Even the faithful replicas GT40s of today can run into the six-figure range (see cover story), but there is a sensible alternative if the fearsome-Ford appearance is what you're after—the Mark II Fiero conversion from Auto Sport Performance Products (ASPP).

ASPP tells us that the fiberglass panels are made from original Mark II molds acquired from GT40 tuner/builder Holman & Moody. Dimensionally the original car and the ASPP Mark II are similar, so it seemed a natural platform on which to build a replica. The original car's critical measurements: 95-inch wheelbase, 70-inch width and 40-inch height. ASPP's car has a 93.4-inch wheelbase, 76-inch width and a height of 44 inches. To get the Fiero to hunker down further than it really wants to, ASPP offers an optional 2-

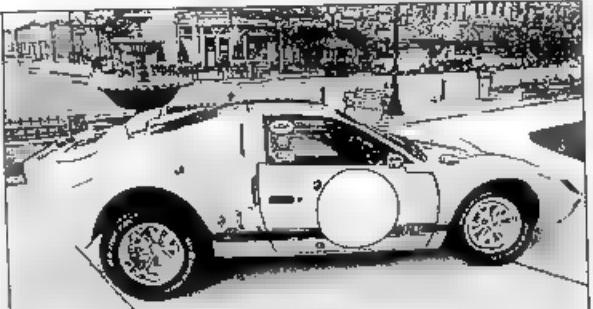
## FIBER JET 59

### Improving On An Already Great Performer

Even though Porsche purists would be aghast at the thought of tampering with the lines of a 911 Fiber Jet's 59 rebody will doubtlessly appeal to admirers of the 959 supercar. Another attractive aspect is the surprisingly low price of a high-performance Zuffenhausen donor car. A quick scan of West Coast newspaper classifieds revealed that a '67 912 listed for as low as \$4000, and



It really doesn't cost all that much to give a stock 911 or 912 a truly world-class look.



A stock Fiero is a few inches higher than the original 40-inch GT40, so drop spindles are recommended to adjust the ride level.

inch drop spindle arrangement from Bell Tech (fits '84-'87 models only).

The Mark II kit comes complete with all the bolt-on body panels necessary for the transformation, plus appropriate hardware, taillamps, parking lamps, scoop screens, headlight mounts, hood pins and even Le Mans-style gas caps. The base kit retails for \$7995, and ASPP reminds builders that Fiero body panels can be sold to help defray the costs. The company will also do the conversion for you. Just drop off your donor car and \$15K, and drive home a completed, painted car.

The rear clip of the ASPP kit is hinged at the back and lifts away

from the car. Trimming of the bumper supports and the bottom of the trunk well are necessary alterations. An acrylic rear window is supplied with the kit, but unlike the original, you can't see the distinctive GT40 engine and bundle-o'-snakes headers. It's also necessary to lift the

hood found on later models, so if you have an early 911 or 912 with the rolled hood, you'll also need to retrofit this component as well. Fiber Jet claims experienced bodyworkers can install the basic components in about eight hours, not including prep and paint. Tech assistance is available by phone for the do-it-yourselfer.

The ring wing markedly improves the lines of a stock 911 or 912.

aligning but still recommends this wheel-on procedure as a general rule. If you don't put on the wheels first, not only will the fenders look out of proportion, but the wheels may also interfere with the bodywork.

The conversion shown here belongs to Fiber Jet Industries owner Tim Figuhr, and he's already put 15,000 enthusiastic miles on it, so he's both a seller and a player. Porsche mods are always better when they come from Porsche enthusiasts. And the really great thing about this conversion is it still looks like a Porsche, inside and out.—David Fetherston KC

One important tip. When you install the 59, and this goes for most other rebodies, the wheels should be on the car when you fit the panels to ensure proper alignment and spacing. Fiber Jet says its kit is self-

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602/966-9906

**Euro-Works**  
Dept. KC01  
2106 Patricia Dr.  
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513/293-6834

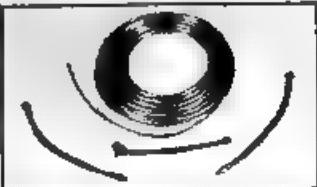
**Fiber Jet Industries, Inc.**  
Dept. KC01  
221 W. Ivy St.  
Roseville, CA 95678  
916/783-3198

**RPM Design Limited**  
Dept. KC01  
29 Brenton Rd.  
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401/849-7288

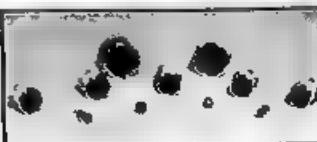
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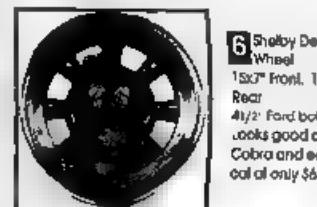
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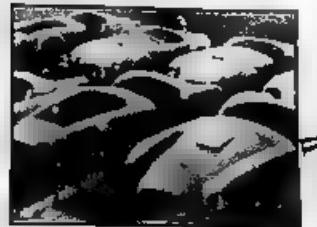


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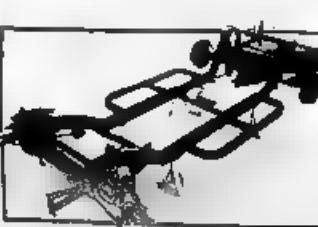


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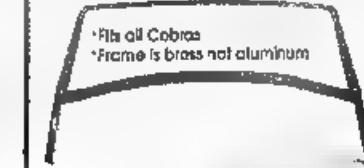
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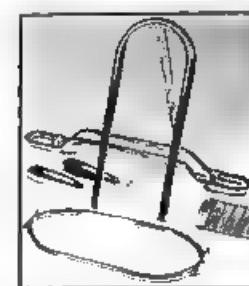
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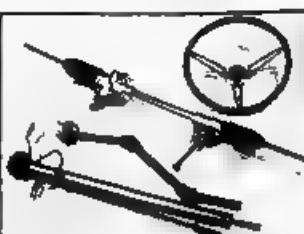
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## American Thunder Tryke Strikes With The Best Bang For The Buck On The Planet!

By Truman Temple

Just when you thought Mel Gibson, Toadie and the Feral Kid had vanished into film history, the whole *Road Warrior* image is back, this time courtesy of American Thunder Tryke. Its Chevy V8-powered, tube-frame three-wheeler looks like it rolled off the backlot of that sci-fi movie of a decade ago. And if a buyer ever finds himself in a similar post-World War III world, he'll probably emerge the victor in just about any performance battle. Also he won't have any trouble scrounging parts from street wreckage either, thanks to the firm's use of everyday, off-the-shelf components.

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All Aboard For The Ride Of Your Life On Unique's New And Improved Cobra



By Steve Temple

**O**ne of Dr Doolittle's fantasy animals, aptly named "Push Me, Pull Me," had a head at each end, presumably for looking both forward and backward at the same time. Unique Motorears, one of the more successful and enduring Cobra replica firms, displays this same uncanny ability in providing both the allure of the past and the technology of today. Two examples of this "unique" approach noted in previous issues are the company's historical homage to the rare 289 FLA ("One Of A Kind," September '91) and a 427-style high-powered weapon armed with a 565hp small-block V8 from Ernie Elnott ("Nasty NASCAR Cobra," November '92).

Now, the latest developments from Unique are found on top and underneath the firm's Cobra replicas. Looking to Cobra history, Unique is just now completing a Le Mans fastback hardtop that also addresses concerns about the practicality of an open roadster. We'll furnish more details in a future issue when the car is completed.

On the technology front, Unique has introduced some interesting sus-

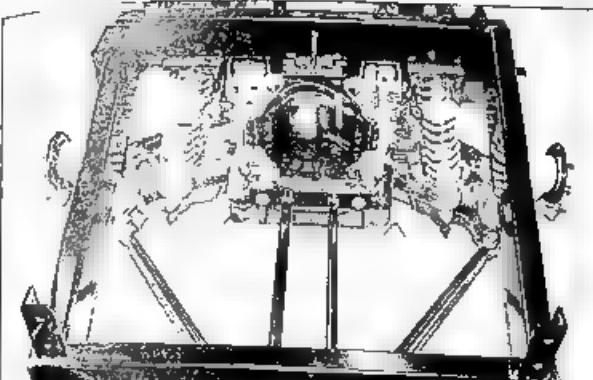


pension mods, both front and rear. At the nose is a new custom setup available as an optional upgrade (\$2490) in addition to the standard MGB unit. While the new front end preserves the same geometry, Unique's Rick Weaver says it offers a number of improvements such as adjustability, greater travel, better brakes and stronger, one-piece control arms. He adds that it also reduces unsprung

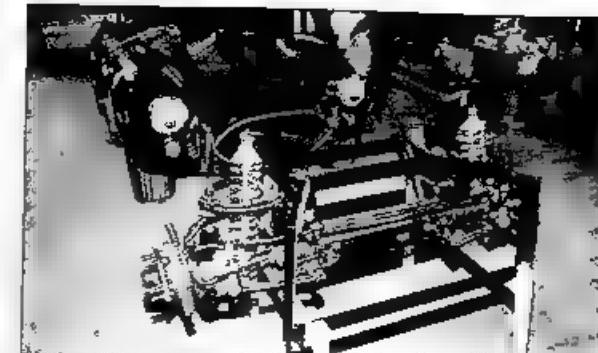
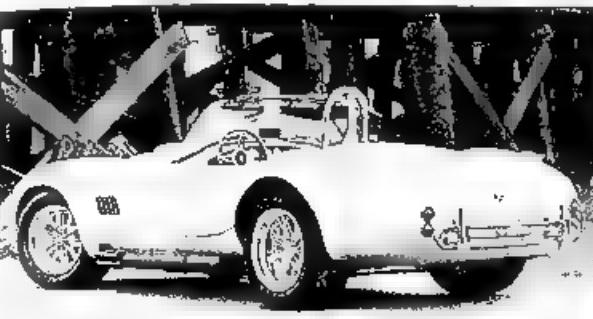
weight as much 45 pounds and features a ball joint instead of a bushed spindle. Retrofitting this new front end on earlier Unique replicas consists simply of welding two brackets on the upper shock mount and notching the inner fenderwell.

At the rear, the popular Jaguar independent (reconditioned and narrowed) is still employed, but with a twist—or rather, a lack of one. In its

PHOTOGRAPHY STEVE TEMPLE



A new suspension upgrade is a set of rear-mounted trailing arms for greater stability on hard starts



Unique's custom front end features the MGB geometry, but with less unsprung weight and stronger, one-piece control arms



A metallic look, both inside and out, pays homage to the original

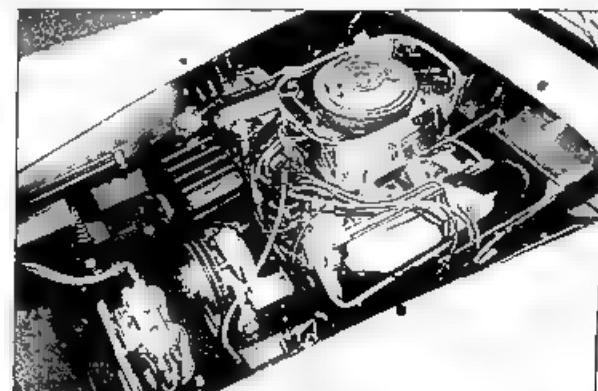
stock form and under hard acceleration—hardly an uncommon event for a Cobra replica—the Jag IRS tends to shift or flex, in part because the half-shafts serve double duty as upper control arms (Original 427 Cobras had upper and lower A-arms.) To offset this tendency, Unique offers additional triangulated bracing, or rear-mounted trailing arms, that run aft to the back of the frame. Weaver says they eliminate the older forward links' opposing pivot points that on quick starts may bind up and restrict travel of the lower control arms. Priced at \$320, these new trailing arms, with nonopposing pivot points, are now standard on all kits and available as a retrofit. They require only one new bracket to install.

These suspension mods sound good in principle, but do they actually work? In order to put their money where their mouths are, the Weavers threw a Cobrafest for past and future customers, and rented some track time at the Talladega Grand Prix road course. Even though the Silver Streak pictured here had precious few hours on its engine, the Weavers graciously lent me the keys for a few hot laps and drop-the-hammer runs.

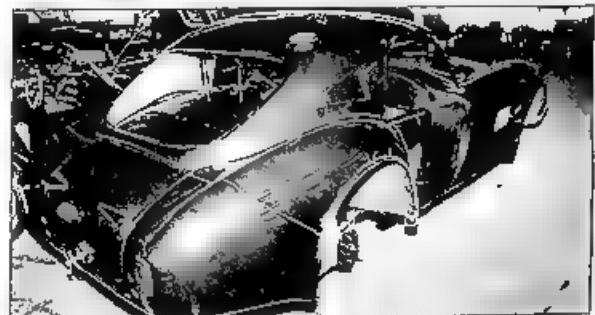
On the road course, the suspension felt as tight as a drum. The car cornered quickly and without complaint, and didn't throw any surprises in rapid transitions. It's well-balanced, and the ride was comfortable without sacrificing sporty handling. Some credit for the nimbleness should go to

the BFGoodrich Comp T/A tires, which we've found in previous testing can make a big difference (see "Cobra Shootout," November '93). Braking feel was proportioned evenly front and back, and the only thing I could gripe about was the pedal position. It's obviously set up for street use because the throttle and brake were too far apart for heel-and-toe driving. Yet my complaint didn't seem to faze Alan Weaver, who nailed some of the quickest times of the day in this Silver Streak (see sidebar for more details).

As for hard acceleration, when we revved up the 411hp 427 sideoler and dumped the clutch, the rearend did twitch a bit before the tires hooked up—we'd be disappointed if it didn't—then it dug out, and the



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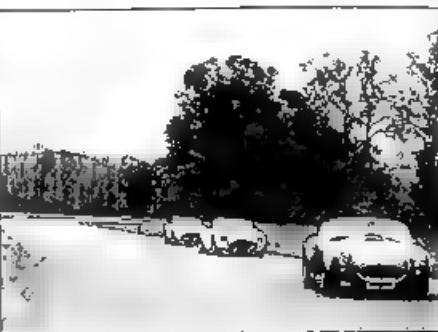
## Unique's Cobrafest—It's My Party, And I'll Fry 'Em If I Want To

One of the best recommendations for any product or company is one that comes from a satisfied customer and Unique sure has plenty of them. About three dozen Cobra owners with their families and Cobras in tow converged in Gadsden, Alabama, last spring for the first-ever Cobrafest. And what a festival, from a factory tour w/ good grub (thanks Momma Jean!) to a "run-whatya-brung" shootout on the 13-mile Talladega Grand Prix road course.

One really appealing thing about this sort of gathering is you get to sample some down-home hospitality and meet the Weavers firsthand. You'll find this is a family of real Cobra enthusiasts, not replisnake-on salesmen. For the record, Fast Lap honors went to Fred Thum's 289 FIA (time—1:15.184) and Paul Sonderfan's 427 (1:11.799). Alan Weaver had the lead early on, but Paul bested him in the afternoon. There's always next time, Alan. See you on May 7th!



Cobras, cobras, everywhere—what more could you ask for on the Talladega Grand Prix?



The winding road course had enough of a straightaway to blow out the cobwebs.

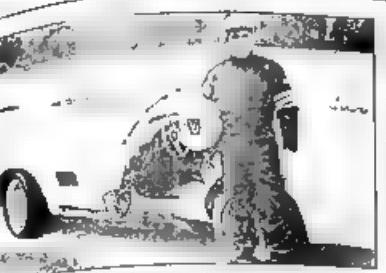
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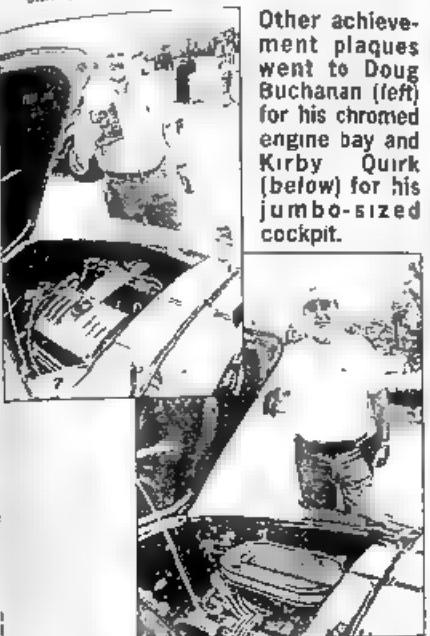
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Alan Weaver took the lead for Fast Lap time early in the race but had to settle for second place in the big-block class, behind Paul Sonderfan.



Other achievement plaques went to Doug Buchanan (left) for his chromed engine bay and Kirby Quirk (below) for his jumbo-sized cockpit.



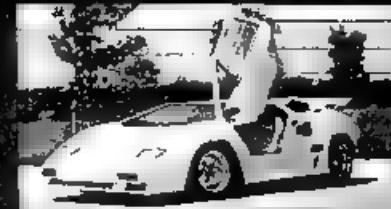
Maurice Weaver didn't take things lying down when Richard Morrison's authentic 289 broke a cowl coming off the trailer.

make improvements to suit customer preferences Dr. Doolittle should have such an exotic creature in his menagerie. KC

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# I DID IT!

By Jim Youngs

**T**hose of us who are building a kit car sometimes shudder at the answer to certain questions. In my case, I'm assembling (with my teenaged son's occasional help) an Elegant Motors Cobra 500 Weekender on a '77 Corvette chassis. When I asked the company how to install the steering column I not only shuddered, but also groaned. Elegant's Harry Broddus revealed that the stock Corvette steering column would not fit the new Cobra replica body (and neither would the stock radiator, but that's another story), so the solution was to head for the salvage yard, find a late-model GM sedan column and then shorten and reweld the connector. I'd love to have the tools necessary to accomplish that, and the know-how to use them properly, but it took me nearly 21 years of marriage just to get an air compressor.

Fortunately for those of us who are welder-challenged, there is an alternative. That firm with the funny name, ididit, is in the business of custom machining and fabricating steering columns and allied hardware for the hot rod industry. It occurred to me that maybe one of its steering columns would work for my project. I learned instead that ididit can supply a column for virtually any car or truck application because the company custom fabricates columns to fit almost any steering box. (Just the ticket for your average kit car builder!) Also, ididit has a wide variety of columns (including tilt and telescoping models) in several finishes, including polished billet aluminum and ready-for-paint steel models. The columns are GM-based and come complete with wiring harnesses, four-way flashers, horn and turn signals.

Since my car is pretty unconventional and leans heavily toward displaying its hot rod roots, a polished billet-aluminum tilt column seemed a natural. I took some very careful measurements guided by ididit's catalog hints and settled on a 38-inch piece

with a 1-inch, 48-spline to fit my stock rag-joint power-steering box. The polished unit carries a retail price of \$575. The company also offers its steel columns in 32- or 35-inch sizes for \$250. To cap off the column I chose an ididit billet aluminum steering wheel adapter and a nine-bolt LeCarra Mark 9, leather-wrapped wheel.

Installation of the steering column and related hardware was very simple. Basically it involved drilling a 2½-inch hole in the firewall to accom-

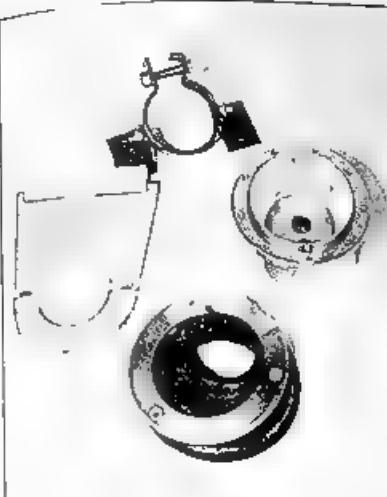
modate the lower steering tube. My car's dash has a 4½-inch molded horseshoe opening for a column, which allowed plenty of clearance for the new column's head. The steel structure under the dash includes a welded plate for attaching an upper steering column support and ididit's unit fits well without any alterations required. In addition, ididit offers a Swinger Drop, a billet aluminum clamp with a pivoting mounting plate to hold the upper portion of the

*continued on page 92*

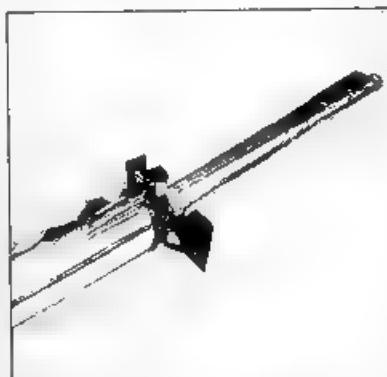
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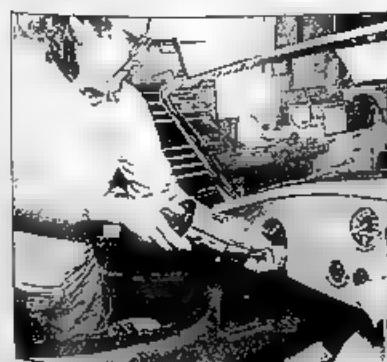
## Hooking Up ididit's Steering Column Is Kid Stuff



**1** Mounting hardware included with the ididit column consists of a Swinger Column Drop (left) with billet aluminum construction and a swivel mounting plate so that it can be mounted at any angle. It holds the upper portion of the new column under the dash. Also included are a universal floor mount (top) and steering wheel adapter (right). A rubber boot and aluminum trim ring (bottom) finish things off where the column comes through the firewall.



**2** First slide the universal floor mount onto the column. One tip: Wrap electrical tape on the inside surface of the clamp to prevent it from scratching the shiny polished aluminum surface.



**3** After drilling a 2½-inch hole in the firewall, carefully fit the column through the hole.

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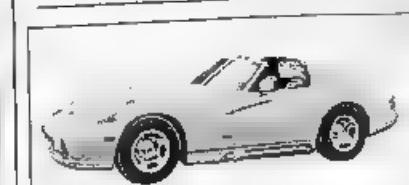
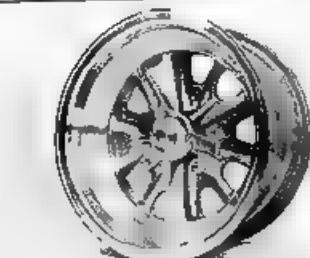
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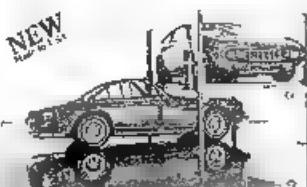
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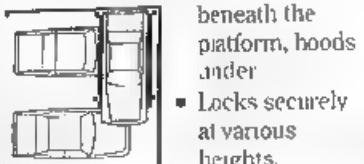
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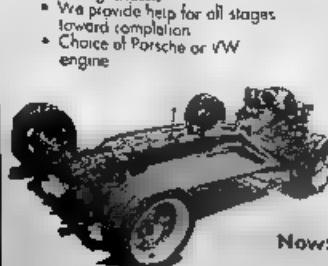
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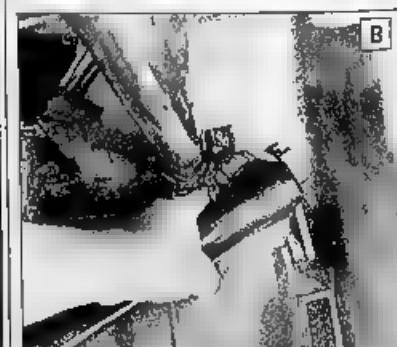
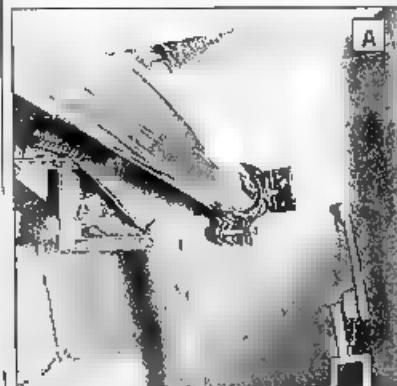
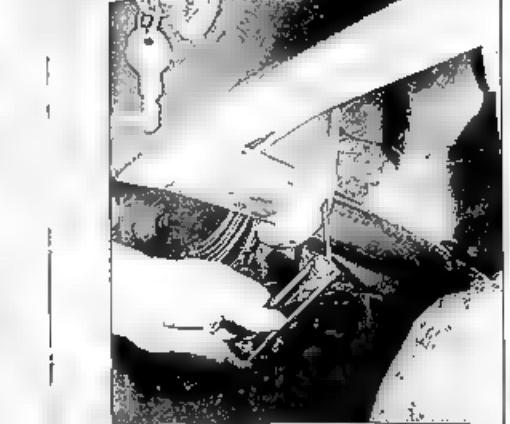


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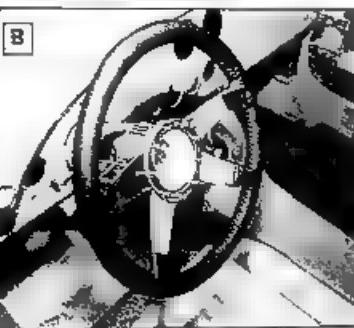
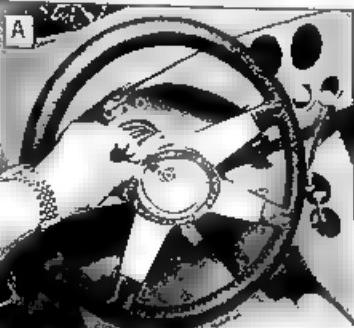


5 Next position the universal floor mount prior to drilling holes (A), and then drill and attach nuts and bolts (B).

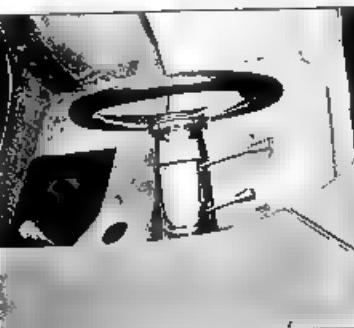
continued from page 88

steering column at almost any angle. I also used ididit's universal floor mount, a gimbaled clamp arrangement designed to hold the column securely at any angle, in this case on the inside of the firewall. I found a Racecraft steering column rubber boot and aluminum trim ring that neatly finished

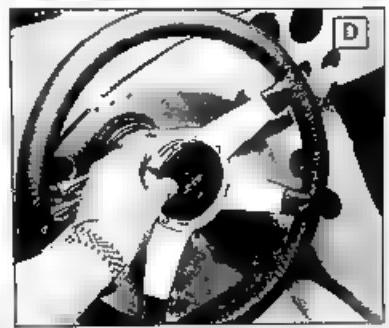
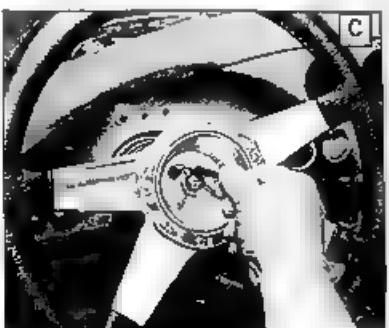
things off on the outside of the firewall. The new column installation was neither time consuming nor difficult, and it quickly and easily solved a problem for my project. The folks at ididit were very helpful and willing to provide answers to specific steering column applications, all to make sure you too can say "I did it!" KC



8 The crowning comes with the addition of the LeCarra Mark 9 wheel that is bolted onto the hub with its front plate (A) and nine bolts and nuts (B). The final step is installing the horn button. The wire from the button passes through a small tube in the hub (C) with a twist to keep it in place. Then the horn button (D) snaps into the hub opening.



9 My new steering column is called an ididit because I installed it. And I'm really pleased with the high-tech street rod look of billet aluminum in my kit. My son likes it, too.



7 Attach the tilt lever by screwing it into the head (A). The turn signal lever (B) slides through the housing and is screwed into place on the hub face. Next, screw on the decorative billet aluminum knobs (C), and then attach the billet aluminum steering wheel adapter on the column head (D), and tighten down the center nut.

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Burns rolled up his sleeves and did their own. But who cares? You'd have to be really cool (we didn't say *cool*, we mean, *cool*) to do what he did.

He added a front end to a '67 Nova. Call them "the Clark Kent of custom cars." Clark Kent's the Clark Kent of custom cars. Burns' car has a 327 cubic-inch engine with 327 cubic-inches of displacement. Stuffed with a 4-barrel Holley, a 454-overbored 327, TH-400 transmission, and a 3.73:1 rear end, it'll do the quarter-mile in 10.4 seconds at 124 mph. The launch is so violent the headlights spin backward from the side of the road. We've heard that even some Klieg lights have been fogged off running side-by-side with Mickey's machine. He insists that both rods started with the engine in a '70 Nova 3500 kit, the only differences being a tall, outside-

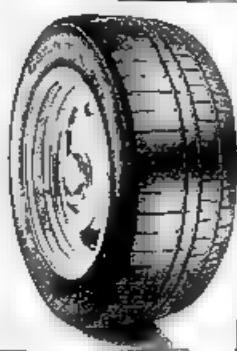
ratio hardware from Summit Racing and double brackets for the radius rods, because the live axle housing isn't strong enough when you start to put a "little bite" into it. (In case you wondered, the all-new balusters measure 31 inches tall and 18% wide.) The trick deal is that the ACCEL Super Ram fuel-injection system makes it easy to meet emissions standards and when you want to hit the strip; just belt on the Kandy roll cage, yank out the SuperTrapp mufflers, punch up the racing program on the ECU. "Then Superman comes out of the phone booth,"

PHOTOGRAPH BY ROB COOPER



# OFF THE SHELF

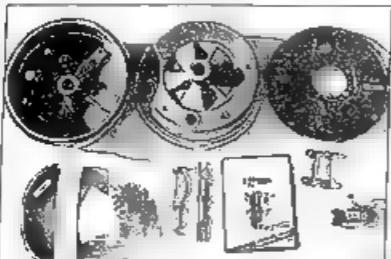
## SPECIALTY PRODUCT SPOTLIGHT



### TREAD ON ME

BFGoodrich has redesigned the road-race version of its street-legal Comp T/A R1 tire for improved handling, wear and predictability. New features are a squared

shoulder for better grip and an advanced tread design for better cornering and water shedding. Known to racers as the 224 series, the tire is available in 18 sizes. BFGoodrich, Dept. KC01, 600 S. Main St., Akron, OH 44397-0001



### BUG BRAKES

For VW-based kit cars, Sandrai City offers T-1 and T-3 VW drum-brake adapter kits. Kits include German-made drums (four and five-bolt), screw-in stud kits with chromed lugs, reconditioned backing plates to allow use of T-1 40mm and 45mm shoes, wheel cylinders and bolts, plate plugs, balance bar, emergency-brake bar, springs and standard bonded shoes. Sandrai City, Dept. KC01, 913 S.W. 27th Cr., Troutdale, OR 97060, 503/661-7236.



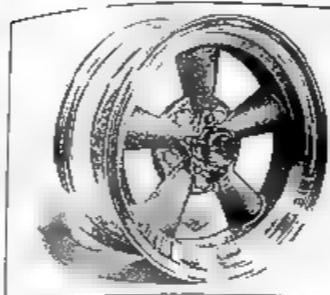
### QUARTERSCALE COBRA

Quarterscale Racing Specialties, maker of radio-controlled race cars, now offers limited editions of famous sports cars. The first is the Cobra Daytona Coupe. Just 50 will be made. The cars come fully assembled and are available with either a scale-size working V8 engine, a gas-powered "weed-eater" engine or an electric motor. Quarterscale Racing Specialties, Dept. KC01, 478 Scovell Ave., Unit G, San Jacinto, CA 92582, 909/487-1015



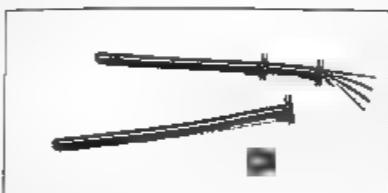
### SHELF SOLUTION

Having trouble keeping your garage organized? Try some Durashelf plastic shelves. They snap together without tools and are cross-hatched for added strength. Available in white, black or gray, the four-tier units can hold up to either 300 or 600 pounds, depending on the model. Plano Molding Co., Dept. KC01, 431 E. South St., Plano, IL 60545-1061, 800/874-6905



### CLASSIC WHEEL

Halibrand now offers the Vintage '45, a 16x8-inch wheel with 4½ inches of backspacing. Five-bolt applications include many street rods, Ford and Chevy musclecars and some late-model vehicles. Allows use of wide high-performance tires. Halibrand, Dept. KC01, P.O. Box 711389, Santee, CA 92072, 619/562-7930.



### SITUATION WIRED

Looking for a clean and easy way to run wires in your kit? Juliano's sliding flexible wire conduits allow continuous wires to be routed through the door-post area directly to door-mounted components such as power window and door locks, speakers and lights. One end of the conduit is fixed; the other passes through an O-ring in the door. Installation requires a 1.2-inch-diameter hole in the doorgamb and door. Juliano's Interior Products, Dept. KC01, 321 Talcottville Rd., Vernon, CT 06066, 203/872-1932.



### NEED A LIFT?

Although designed for collectors who want to park two cars in one garage space, the Modular II lift from Parking Solutions also has an optional accessory package that enables it to function as a home service lift for project vehicles. The Micro, the Mini and the Sports lift are available for a variety of small-car sizes. Parking Solutions, Dept. KC01, 3017 Kashwa St., Torrance, CA 90505, 310/534-0822.



### LEATHER SOURCE

Katzkin Leather Company offers high-grade leather interior packages to fit more than 120 different cars and trucks. The seats and interior panels are made to O.E.M. specifications and install on the factory attachment points. Smooth and pleated styles are available in a variety of colors. Katzkin Leather Co., Dept. KC01, 2852 Supply Ave., Commerce, CA 90040, 213/725-1243

### IN THE BAG

Protect your prized specialty car with the Omnibag, a car-sized, opaque, tri-laminated polyethylene bag that is said to prevent condensation and humidity. It will protect a stored vehicle from rust, oxidation and mold, the company claims. The Bath, MI 48808 517/641-4881

bag also keeps out dust, dirt and pests. Omnibag, Dept. KC01, 13165 Center Rd., Bath, MI 48808 517/641-4881

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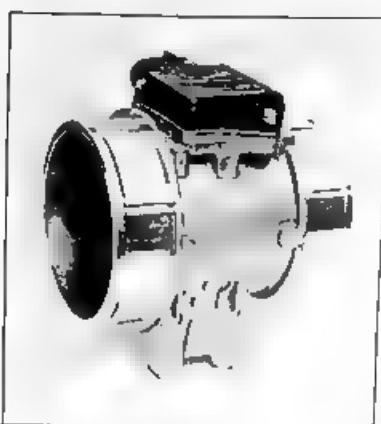
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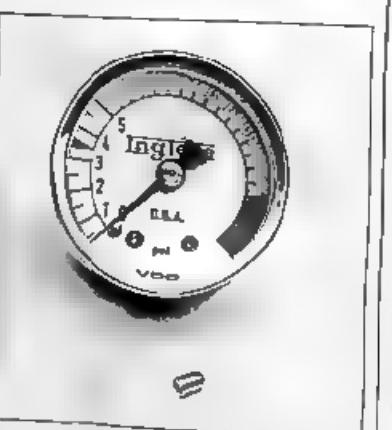
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# OFF THE SHELF



## COME UP FOR AIR

Putting more fire in your Ford 5.0-liter? Performance Resource's 72mm Mass Airflow Sensor for fuel-injected 302 Fords is a direct bolt-on replacement for the stock unit and is said to increase air flow to complement engine modifications such as increased displacement or a larger intake manifold. The sensor is compatible with 19- and 24-pound fuel injectors. Performance Resource, Dept. KC01, 12 Barbara Dr., Fairfield, NJ 07004, 201/343-0680



## NEEDLE SHARP

Is the needle on your fuel-pressure gauge vibrating too much? Inglese Induction Systems offers high and low fuel-pressure gauges equipped with internal restrictor valves to eliminate needle bounce. The gauges are chrome plated and measure 1 1/4 inches in diameter. They are compatible with single or dual carburetors as well as more sophisticated systems. Inglese Induction Systems, Dept. KC01, 400 S. Orchard St., Wallingford, CT 06492, 203/265-3617.



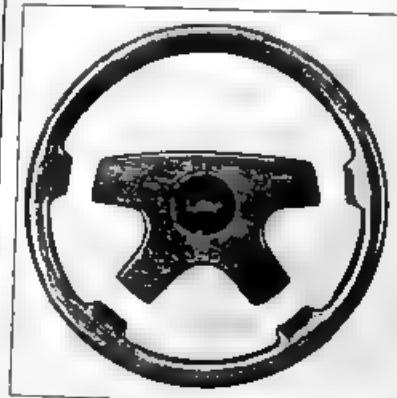
## IF THE SHOE FITS

Serious about competing on the track? Try on a pair of Simpson's Speedfit suede driving shoes. They meet SFI specification 3 3/5 and feature flame-retardant construction, a Nomex fleece liner, hook-and-loop closures and a Type M neoprene sole. They're available in black, blue or red in men's sizes 5-13. Simpson Race Products, Dept. KC01, 2415 Amsler St., Torrance, CA 90505, 310/320-7231.



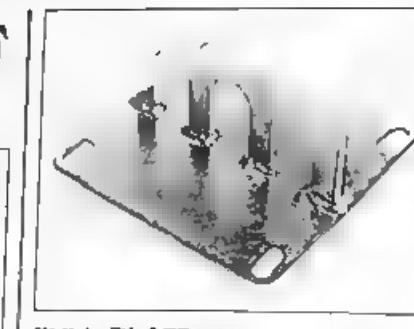
## JURASSIC PUMP

Need to feed more fuel to a 5.0-liter Ford V8? The T-Rex fuel-pump kit from Vortech Engineering is designed for '86-'93 5.0-liter Mustang applications and can deliver fuel for up to 500 horsepower, providing more than 45 gallons of fuel per hour at 70 psi of fuel pressure. And the monster Raptor Pack with two pumps doubles flow capacity. The kit includes fuel lines, factory connectors, a wire harness, a voltage regulator and related hardware. Vortech Engineering, Dept. KC01, 5351 Bonsai Ave., Moorpark, CA 93021, 805/529-9330.



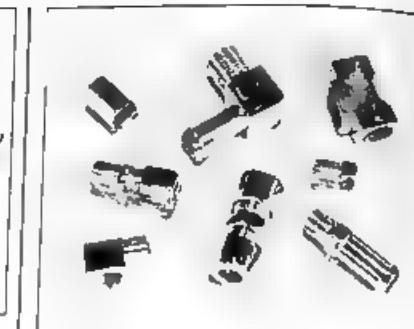
## DEALS ON WHEELS

A classic kit car just isn't complete without a classy-looking wheel! Take a look at the Elegante line of steering wheels from Grant Products, which features dark, hand-rubbed mahogany and polished-aluminum three- or four-spoke designs. Grant Products, Dept. KC01, 700 Allen Ave., Glendale, CA 91201, 800/952-6947.



## FULL PLATE

When you're ready to hoist the engine into your kit, make the job easier with an engine lift plate from Moroso Performance Products. Made of 1/8-inch steel, it has three lift points and fits standard Holley and Quadrajet type carburetor mounting bolt patterns. The plate also seals the engine when the car is stored. Moroso Performance Products, Dept. KC01, P.O. Box 1470, 80 Carter Dr., Guilford, CT 06437, 203/453-6571.



## TOP BRASS

If you just can't seem to find that shiny little widget to finish off your kit, Gardner-Westcott offers a variety of brass fittings. Available in standard or chrome-plated finish, they range from 1/8-inch-diameter compression fittings to 1/2-inch heater hose fittings. For a catalog, write or call Gardner-Westcott, Dept. KC01, 30962 Industrial Rd., Livonia, MI 48150, 800/521-9805.

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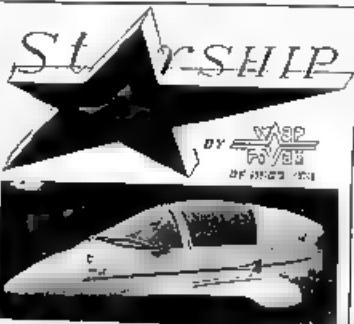
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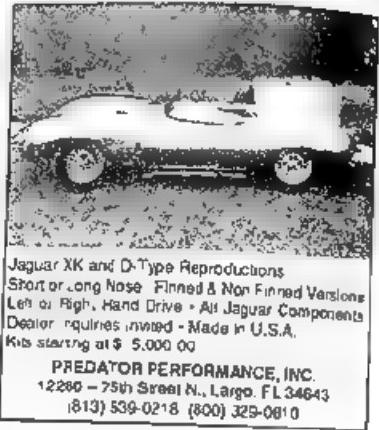
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# KIT TECH

By Jim Youngs

## MGTD PARTS

I recently purchased a used replica of a '52 MGTD made by British Coach Works Ltd. of Arnold, Pennsylvania. I called the listed number to discover it had been assigned to a private residence. All I really need are some accessories for this car. Can you help me? The car attracts considerable attention wherever I go.

Hal Jean  
Wenonah, NJ

We don't have any further information on the manufacturer, Hal, but you are in luck. A number of MGTD manufacturers are still in business. We suggest contacting Classic Motor Carriages, Dept. KC01, 16650 N.W. 27th Ave., Miami, FL 33054, 800/252-7742; Kit Car World, Dept. KC01, 4650 Old Winter Garden Rd., Orlando, FL 32811, 407/298-0893; Prototype Research Ltd., Dept. KC01, 230 Albert St., Campbellford, Ontario K0L 1L0, Canada, 705/653-4525. All of these companies offer MGTD kits and parts and should have the stuff you need or leads on where to get it.

## ON THE CHEAP

I have two questions. I'm working on a very limited budget and would like to know how to have a kit built as inexpensively as possible. Also, I have a bent toward performance handling, and need to find some good references on chassis and suspension mods.

Fred Krasne  
Tampa, FL

I have two answers. One is a new publication called, How To Buy and Build Your Kit Car Dirt Cheap, (\$19.95 from Money Saver's Group, 800/255-1914). In addition to providing numerous suggestions that live up to its title, the book provides over 50 buildup tips. It's a useful reference for anyone considering the purchase of a kit and could save you thousands of dollars. The other is a new book titled, Chassis Engineering, by Herb Adams, the same engineer who designed the chassis that performed so well in our "Cobra Shootout" (November '93). He takes a hands-on approach and supplies a wealth of information on subjects such as frame design, springs, shocks, live axles, independent rear sus-

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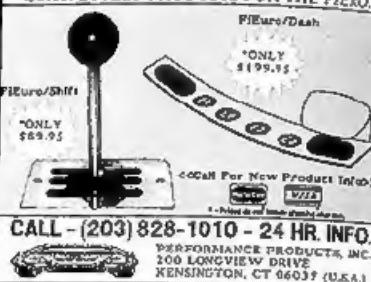
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## FIBERGLASS BY THE BOOK

I'd like to make a number of modifications to a fiberglass body I own and perhaps create a design of my own as well, but I don't know how to start. Can you recommend any reference books before I start laying on resin and glass?

Bill Boren  
Fontana, CA

Most kit car bodies are made of this plastic fantastic material, but how much do most of us really know about fiberglass and how to work with it? Probably not all that much if we were to be truthful about it. I came across a project recently that required attaching some little steel reinforcement pieces to my car as a backing plate for an accessory. I've been around kit cars and the fiberglass boat-building business for about 20 years, but I really didn't know where to start to accomplish the task. Sure, I've seen plenty of kit car bodies being molded, and I've seen hulls and decks being bonded together, but that isn't enough.

Fortunately there are some resources available to help out with fiberglass projects if we just search them out. One such reference is titled, Glass Fiber Auto Body Construction Simplified, written by John A. Willis. As you might guess from the antiquated wording, it was originally published in 1952 and updated in 1965. Despite its age, the book provides a world of information on practically everything made of fiberglass within the dated-looking covers. The entertainment value of the old Corvette photos and the "Rosie the Riveter" hairdos from that era are alone worth the cost. And, amazingly enough, the process of using fiberglass in constructing and repairing cars has changed very little over the course of time, so the illustrations showing work on the original Motorama Corvette and other '50s-vintage vehicles are applicable today.

Willis was a pioneer in the fiberglass business and is credited with developing the practical production method for cold cure or promoter processes of production with polyester resins and fiberglass female molding systems. He is credited with numerous boat and car designs and has just recently updated his 1965 writing with a supplement to the book that includes the latest information, sources and procedures for laymen and professionals alike.

Willis's tome includes virtually all topics concerning the use of fiberglass, including how to make design models, mold construction, accessory attachment, finishing, filling and painting. He also includes a list of suppliers of fiberglass products as well as a reference section. The book is a valuable resource for any kit car enthusiast's library. And yes, I did learn how to attach the piece I'd been wondering about by using ethoxyline resins that have excellent bonding characteristics to attach plastic to plastic, metal to plastic and metal to metal without fear of separation.

(Editor's note: we have also found Polyfix an excellent bonding and repair material for use on fiberglass. See "Filling The Gaps," November '93) To obtain a copy of Glass Fiber Auto Body Construction Simplified write to Westwood Publishing, Dept. KC01, 7217 O'Malley Dr., Richmond, VA 23234, or call 804/743-8118 ext. 17.

## TURN, TURN, TURN

I love the looks of my new Fiero conversion, but the car's broad turning radius irks me. Do you know of a quick fix for it?

Bob Costis  
Phoenix, AZ

We've had several readers ask if there is a way to alter a Fiero steering system to allow a tighter turning radius. Our friends at the Fiero Owners Association (409/582-4193) tell us that, though not an official FOA recommendation, the following has worked on early '84 models. Before altering anything, though, be sure to think the changes through, and take several measurements to make sure this will work on your particular conversion. Start by cutting the boxlike, welded-on steering stop and bending it progressively with a hammer until a turn diameter of about 31 feet is achieved (stock is somewhere around 40 feet). A tighter radius is not advised and even at 31 feet, be sure to adjust the position of the brake line to avoid kinking and stretching. Newer models achieved a 36-foot turning radius that can be reduced to 33 feet by grinding about a 1/8 inch from the spindle stop where it contacts the lower control arm. You will also have to grind a little metal from the cast aluminum brake housing to clear. Again, check to make sure the brake lines will not be kinked or stretched.

I have two answers. One is a new publication called, How To Buy and Build Your Kit Car Dirt Cheap, (\$19.95 from Money Saver's Group, 800/255-1914). In addition to providing numerous suggestions that live up to its title, the book provides over 50 buildup tips. It's a useful reference for anyone considering the purchase of a kit and could save you thousands of dollars. The other is a new book titled, Chassis Engineering, by Herb Adams, the same engineer who designed the chassis that performed so well in our "Cobra Shootout" (November '93). He takes a hands-on approach and supplies a wealth of information on subjects such as frame design, springs, shocks, live axles, independent rear sus-

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# KIT TECH

pensions and so on. No performance enthusiast should be without this publication (\$18.00 plus tax from Herb Adams VSE, 408/649-8423).

## COMPLETELY BUSHED

You know how you read something in a magazine then forget which magazine you read it in? Well, I think it was an off-road publication in which I read about polyurethane bushings helping to improve handling. Is that just an off-road deal or would it work on street cars too?

Bob Stevens  
Tulsa, OK

Yeah, Bob, I have that same problem and usually spend hours poring over the huge stacks of magazines I store in my office. The beauty of that process, however, is that I rediscover some interesting stuff during every research foray. (One tip for saving articles: use those 3M Post-it Notes to flag stories you'd like to save for reference. It works great for me.)

As for polyurethane bushings, they're not just for off-road vehicles. There are plenty of benefits for virtually every vehicle including street machines. Auto builders typically use rubber for suspension bushings because they're easy to work with, they don't require close tolerances and are rather cheap, plus they cover the wide variety of duty cycles multipurpose vehicles are subjected to.

Rubber, however, deteriorates and cracks and quickly loses effectiveness. It also has a tendency to displace under load. When a vehicle initiates a turn, for example, the load placed on the suspension components is substantial. Since rubber deflects, the result is vague handling. Polyurethane bushings are formulated with a higher degree of hardness than rubber and with much closer tolerances aimed at correcting displacement under load. Poly parts also have extended lives and allow more precise suspension movement through rotational sliding and will not stretch or crush like rubber. Polyurethane also will not rot or deteriorate from oils or atmospheric conditions.

I recently installed Energy Suspension (714/361-3935) polyurethane bushings throughout my Elegant Motors Cobra/Corvette's suspension to maintain minimal movement and allow the suspension components to do their jobs more effectively and deliver crisper handling. A good tip when installing polyurethane components is to be sure to use the proper lubricant so they won't squeak.

Have a technical problem with assembling your kit? Send your questions to Kit Car, "Kit Tech," 6420 Wilshire Blvd., Los Angeles, CA 90048. (No phone calls please. We're sorry, but we are unable to respond by mail.)

## LEG WORK

I am planning to build a Countach replica on a Fiero, but do not know which kit I should purchase. Could you please tell me the names of the companies offering reasonably priced kits that are easy to build, require little or no chassis modifications and are authentic-looking? I would research this myself but information on all the kits advertised in your July issue would cost me nearly \$100!

Jeremy James  
Rison, AR

I'll refer you to the Buyer's Guide in this issue, Jeremy. The \$100 you mention is a small price to pay for ultimately saving thousands of dollars in getting the right kit and being pleased with your project. You are asking a lot in trying to find a package that is inexpensive, easy to build, but still looks authentic.

In the first place, for a Fiero rebody to look like an authentic Lambo, you'll need to do some serious modifications, such as reinforcing the frame with an X-member before chopping the top. Secondly, easy is a matter of your skill level and the amount of time and money you're willing to put into the project. Consider that you are building a car, and that's a big project. We suggest investing some time in investigating the companies that build the kind of vehicle you're looking for, and that may involve visiting car shows, the manufacturer or other people who have built one of the company's kits. We aren't in a position to build every kit or even evaluate every manufacturer's products, nor do we know your particular budget and requirements, all of which make it difficult to provide advice.

We do encourage you, however, to do the research so that you know what you're really getting into. What one manufacturer considers easy may be a monumental task for you. Money and time spent before the purchase will go a long way toward helping you know what you're taking on, and will ultimately save you money when it comes time to build the project. Good luck, and send us a photo when it's done.

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